U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

FLIGHT STANDARDIZATION BOARD REPORT

Revision: Original

Bombardier **CL-600-2E25 (CRJ–1000)**

1 Nov 2011
_____Date:

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ECORD OF REVISIONS

Revision Number	Sections	Page #	Date
0 (Original)	ALL		11/08/2011

Highlights of Change:

Original

CONTENTS

1. PURPOSE AND APPLICABILITY

1.1 This report specifies master training, checking, and currency requirements applicable to crews operating CL-600-2E25 commonly know as the CRJ-1000 aircraft under the pertinent CFR. Provisions of this report:

a) Identify Pilot "type rating" requirements assigned to the CL-600-2E25.

b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training.

c) Describe “Master Difference Requirements” (MDR) for flight crews requiring differences qualification for mixed-fleet-flying or transition, (Reserved for future variants).

d) Provide examples of acceptable “Operator Difference Requirements (ODR)” tables, (Reserved for future variants).

e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable MDRs, (Reserved for future variants).

f) Identify checking and currency standards to be applied by FAA or operators and,

g) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent CFR, Advisory Circulars, and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).

1.2 This report addresses CL-600-2E25 aircraft as specified in the FAA Type Certificate Data Sheet A21EA.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific CL-600-2E25 series aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new variant aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or the pertinent CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53A.

1.5 Relationship between this FSB report and an AQP program. Differences between this FSB report and an operator's proposed training, checking, and currency requirements under an Advanced Qualification Program (AQP), must be justified and documented as part of the applicant's AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been addressed and, where necessary, coordination with the appropriate Flight Standardization Board has been completed**.**

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53A, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with the pertinent CFR requirements. This terminology acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions if AC 120-53A, is to be used by the operator as the means of complying with FAR 121. Operators who choose this method must comply with each applicable MDR provision, including any footnotes.

1.7 This report includes:

a) minimum requirements for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),

b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables), and

c) information which is used to facilitate FAA review of an aircraft type or variant aircraft that is proposed for use by an operator (e.g. compliance checklist).

Various sections of this report are qualified as to whether compliance (considering the provisions of FAA Advisory Circular 120-53A) is required or is advisory in nature.

1.9 Relevant acronyms are defined as follows:

AC	Advisory Circular
ACO	Aircraft Certification Office
ADS-B	Automatic Dependent Surveillance Broadcast
AFM	Airplane Flight Manual
ANP	Actual Navigation Performance
AP	Autopilot
ASC	Aircraft Service Change

AQP	Advance Qualification Program
CHDO	Certificate Holding District Office
CNS	Communication Navigation Surveillance
CPDLC	Controller Pilot Data Link Communications
DC	Display Controller
EEC	Emergency Evacuation Crewmember
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FADEC	Full Authority Digital Engine Control
FCU	Flight Control Unit
FGS	Flight Guidance System
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
HCP	Head Up Guidance Control Panel
HGS	Head Up Guidance System
I-NAV	Integrated Navigation Display
IRS	Inertial Reference System
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFD	Multifunction Displays
ND	Navigation Display
ODR	Operator Differences Requirements
OE/IOE	Initial Operating Experience
PFD	Primary Flight Display
POI	Principal Operations Inspector
QRH	Quick Reference Handbook
RFMU	Radio Frequency Management Unit
SOE	Supervised Operating Experience
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VGS	Visual Guidance System
VNAV	Vertical Navigation
WOW	Weight on Wheels

2. PILOT TYPE RATING REQUIREMENTS

2.1 In accordance with the provisions of the Part 121 and AC 120-53A, a specific pilot type rating is assigned to the CL-600-2E25 aircraft and is designated "CL-66"

3. MASTER DIFFERENCE REQUIREMENTS (MDR)

3.1 Reserved for possible future CL-600-2E25 variant aircraft.

4. ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

4.1 Reserved for possible future CL-600-2E25 future variant aircraft.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience to the provisions of this Section apply to programs for airmen who have experience in Part 121 air carrier operations and multi-engine transport turbojet aircraft including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, FSB, and/or AFS-200.

5.1.2 Future Air Navigation Systems (FANS), Required Navigational Performance (RNP), Actual Navigation Performance (ANP), Communication Navigation Surveillance (CNS), Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance System (ADS). Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Ground Training - Initial, transition, or upgrade ground training for the CL-600-2E25 is accomplished as specified by Part121.419. No unique provisions or requirements are specified. Training program hours may be reduced as specified in Part121.405.

5.2.2 Flight Training - Initial, transition, or upgrade flight training for the CL-600-2E25 is accomplished as specified by Part 121.424. No unique provisions or requirements are specified. Training program hours may be reduced as specified in Part 121.405.

5.2.3 Crewmember Emergency Training - Crewmember emergency training should be conducted for the CL-600-2E25 in accordance with Part 121.417. The objective of emergency training for the CL-600-2E25 aircraft is to provide crewmembers with the necessary knowledge

concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is installed on the CL-600-2E25. Emergency training also consists of instruction in crewmember emergency assignments and procedures including, crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills, that are specific to the CL-600-2E25.

In accordance with Part 121.417 and FAA Order 8900.1, emergency training requirements refer to two types of training; "general" emergency training, and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to the CL-600-2E25 and all aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the CL-600-2E25 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training. There are no specified training program hours for Crewmember Emergency Training.

5.2.4 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training: (examples follow)

a) The engine indication and crew alerting system (EICAS), the primary flight displays (PFDs), and multifunction displays (MFDs). Altitude and airspeed are presented on vertical scale instruments in both digital and analog formats. Pilots need to be able to understand the multitude of information presented on these displays. Pilots transitioning from traditional round dial basic "T" instruments may require additional training and instrument scan practice to gain proficiency in manually flying by reference to the PFD. Recognition of reversionary modes and display failures and appropriate corrective action to be taken should be addressed.

b) Flight Control System. An operational understanding of the basic modes of operation as well as an understanding of the control -by-wire rudder control systems, and their associated system components.

c) Flight Guidance System including the Autopilot, Autothrottle (if installed), and Flight Director. An understanding of the various lateral and vertical modes and the ability to select and arm the modes during different phases of flight is essential.

d) Full Authority Digital Electronic Control (FADEC). An operational understanding of the FADEC and the engine thrust mode selection is required.

e) System control panels using pushbuttons with integral light bars. Pilots should have an understanding of the switch position and system configuration as it relates to

whether the light bar is illuminated or not. This understanding is required for both normal and abnormal system operation.

f) The following should be trained in a level "C" or "D" Full Flight Simulator at level D training.
   1) Taxi, Normal Takeoff and Landing
   2) Engine Failure at V_1
   3) No-Flap Approach & Landing
   4) No- Flap and Slat Approach and Landing
   5) Rudder Failures
   6) Nav to Nav Transfer
   7) High Altitude High and Slow Speed Buffet Margins and flight characteristics
   8) Coupled and Non Coupled V-Nav

5.2.5 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives, and in accordance with (IAW) ODR tables when applicable.

Examples of, but not necessarily all seat dependent tasks, would be the following:

a) Rejected takeoff
b) Emergency descent
c) Manual gear extension
d) Engine failure on takeoff

5.2.6 Second-In-Command Crew Training - Second In Command (SIC) crew training is accomplished as specified in Parts 61.55, and121.419.

5.2.7 Automatic Landings or Category II Landings - If an operator conducts automatic landings or category II landings in the CL-600-2E25 then appropriate training must occur. This training must be conducted either in a CL-600-2E25 simulator approved for autoland training or in the actual airplane.

5.3 Differences Training (Reserved for possible future variant aircraft).

5.4 Recurrent Ground Training.

5.4.1 Courses must include appropriate training in accordance with Part 121.427, or an approved AQP program.

5.5 Recurrent Flight Training - Courses require appropriate maneuvers and procedures identified in FAR 121 Appendix F or as otherwise described in this report or approved for an Advanced Qualification Program (AQP).

5.5.1 Training program hours for Recurrent Training may be reduced as specified in FAR 121.405.

6.0 Operating Experience -

6.1 Operating Experience Pertinent to Each Flight Crewmember - Operating experience must be obtained while serving in a primary crew position.

6.2 Separate Operating Experience for Single Fleet Operations - Operating experience for the CL-600-2E25 may be accomplished in any related future CL-600-2E25 aircraft.

6.3 Supervised Operating Experience(SOE) - SOE required for a PIC Type Rating in accordance with the FAR 61 pilot certification must be accomplished from the left pilot seat.

7.0 Other Training -

7.1 Operators should assure that flight crews are familiar with appropriate use of the Flight Control Unit (FCU) and Flight management System (FMS), including modes to be used, for the types of instrument approaches to be flown. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

7.2 Aircraft Dispatchers - Initial and transition training should be conducted in accordance with the FAR 121.422.

8.0 Flight Attendants. Initial and Transition Ground training should be conducted in accordance with Part 121.421. The objective of aircraft ground training is to provide flight attendants with an understanding of the CL-600-2E25 aircraft. This knowledge is necessary for the flight attendant to perform the duties and procedures required in normal, abnormal, and emergency situations.

8.1 Flight Attendant General Training on the CL-600-2E25 must be accomplished in accordance with pertinent sections of Part 121, Subpart N and O. See specific references cited below. For guidance relating to flight attendant training, refer to FAA Order 8900.1. For alternative training, evaluation and qualification, flight attendant training programs may be in compliance with Part 121, Subpart Y, Advanced Qualification Program (AQP). For guidance relating to AQP, refer to FAA Order 8900.1.

8.2 Flight Attendant Initial or Transition Ground Training - Flight Attendant Initial Ground Training is appropriate training when flight attendants have not qualified and served on another type airplane in Group II and then are introduced to their first CL-600-2E25 aircraft. Flight Attendant Transitional Training is appropriate for flight attendants who have qualified and served on another Group II aircraft type and are then introduced to the CL-600-2E25. If the flight attendant has received either Initial Aircraft Ground or Transition Training (whichever training is appropriate) on CL-600-2B19, CL-600-2C10, CL-600-2D15 or CL-600-2D24 aircraft, then training either Initial or Transitional Aircraft Ground would be appropriate.

8.3 Flight Attendant Emergency Training - Flight Attendant Emergency Training should be accomplished in accordance with Part 121.417 and Part 121, Subpart X (Emergency Medical Equipment and Training) or in accordance with Part 121, Subpart Y (AQP).

8.4 General Emergency Training - Subjects include instruction in emergency equipment, situations, and required performance and observations drills that are appropriate (the same) for all aircraft types and variants. Emergency Training elements specific to only one type of aircraft or to one variant of aircraft can be captured, for example, in Initial Aircraft, Transition Training, and during Recurrent Training Curriculum. In addition to the one-time hands-on drills that must be performed during initial new-hire training, required by Part121.417(c)(1), additional emergency drills, required by Part 121.417(c)(2) and 121.805(b)(5) must be performed during initial new-hire training and repeated at least once each 24 calendar months.

8.5 Differences Training - Required by Part 121.418. The programmed hours are determined by the Administrator. Differences Training for all variations of a particular type airplane may be included in initial aircraft ground, transitional, and recurrent training for the airplane. If the operator has more than one CL-600-2E25 variant aircraft, a table may be constructed that compares the base aircraft to each variant aircraft that lists all similarities and differences in the aircraft equipment, configuration, procedures, etc. The table can then be used as a guide for Differences Training on subsequent variant CL-600-2E25 aircraft. Aircraft ground training includes instruction in two distinct subject areas: CL-600-2E25 general operational subjects training and CL-600-2E25 aircraft-specific emergency subjects training.

8.6 Recurrent Flight Attendant Training - Required by Part 121.427. A review of subjects taught during Initial New-Hire: Basic Indoctrination Part 121.415(a)(1); Initial/Transition Ground Training Part 121.421; Emergency Training, sections Part121.417 and Part121.805, to ensure that each flight attendant is adequately trained and currently proficient with respect to the type airplane (including differences, if appropriate) and crewmember position involved. Some type of proficiency check is required to determine the state of the crewmember's knowledge with respect to the airplane and position involved, and a competency check is also required Part121.421(a). Recurrent training programmed hours must be consistent with at least the number of programmed hours listed for flight attendants under Group II aircraft, unless reduced under Part 121.405. Recurrent Training can be performed in accordance with Part 121, Subpart Y (AQP).

8.7 Exit Door Trainers and Other Training Devices - Required by Part 121.417 requires certain crewmember emergency drills to be performed either on an airplane or while using aircraft door/window training devices and/or other training aids representative of the operator's fleet configuration. All training devices/aids must be properly maintained by the operator, function properly to reflect the operator's equipment, included in the operator's training program, and approved by the Administrator, in accordance with Part121.407.

8.8 Operating Experience should be accomplished in accordance with Part 121.434, after the flight attendant has successfully completed all appropriate ground training subjects for a particular aircraft and crewmember position. OE must be accomplished under the observation of a flight attendant supervisor for at least 5 hours on a flight conducted under Part 121. OE may also be accomplished during proving flights. The flight attendant receiving OE may not be

assigned as a required crewmember during the OE. A flight attendant OE is required on one type aircraft in a Group of aircraft. The CL-600-2E25 and variants fall under Group II. OE successfully completed on one type of aircraft in Group II, satisfies the flight attendant requirement for subsequent CL-600-2E25 variants. For additional guidance, refer to FAA Order 8900.1.

8.9 Currency Requirements per Part 121.401(b): "Whenever a crewmember or aircraft dispatcher who is required to take recurrent training, a flight check, or competency check, takes the check or completes the training in the calendar month before or after the calendar month in which that training or check is required, he is considered to have taken or completed it in the calendar month in which it was required." Recurrent training completed beyond the grace months (the full calendar months before and after the base month) re-sets the crewmember's recurrent training base month.

For flight attendants, if recurrent training has not been successfully completed by one calendar month past the base month (out of the grace period), the flight attendant is not legal to fly until the flight attendant has received "Requalification Training": Part 121.400(c)(8), Requalification Training is the training required by crewmembers previously trained and qualified, but who have become unqualified due to not having met within the required period the recurrent training requirements of Part 121.427 or [for pilots] the proficiency check requirements of 14 CFR Part 121.441."

NOTE -1: For CL-600-2E25 aircraft, an additional (third) flight attendant (FA) is required. The 3rd FA is located in a forward facing jumpseat adjacent to the forward right Galley Service Door (GSD). That 3rd FA jumpseat has a turn latch to keep the seat pan secured upright to clear the evacuation path. There is a change in the location of the FA's assist space that is assigned to the forward left Main Cabin (entry) Door (MCD) jumpseat. During an evacuation when both the MCD and the Galley doors are both open, the FA assigned to the GSD will stand in the forward most centerline position in front of the flight deck entryway area facing aft. The FA assigned to the MCD will now stand in the assist space near the MCD – against the entry stowage compartment bulkhead facing aft (left of the centerline). When the MCD is blocked and the GSD is opened, the FA assigned to the GSD will remain at the forward center line in front of the flight deck entryway and the FA assigned to the MCD will stand in front of the closed/blocked MCD, with back to the MCD. When the GSD is blocked and the MCD is opened, the MCD FA will now stand in the center line position in front of the flight deck entry way area and the 3rd FA will stand in front of the blocked GSD, with back to the GSD.

NOTE-2: The delegation of specific aircraft duties and responsibilities (for routine, abnormal, and emergency procedures) should be specifically divided and delegated among each flight attendant for effective use of time and to avoid duplication or omission of work assignments. For example, develop procedures that delegate by flight attendant number or/location [such as: F/A#1, F/A#2, F/A #3], those section(s) of the aircraft that each FA is required to brief, check, and secure before an emergency landing/ditching.

NOTE -3: On CL-600-2E25 aircraft, the two flight attendants located in the forward section of the aircraft are in close proximity to one another. The careful assignment of procedures and

training are important to avoid a collision between the FAs, when the MCD FA runs into the cabin to assess out of the cabin windows nearest to the MCD. Because of their close proximity, attention must be focused on speech interference between the MCD and GSD FAs when both are shouting their commands.

9.0 FSB SPECIFICATIONS FOR CHECKING

9.1 General

9.1.1 Checking Items - Pertinent knowledge, procedures, and maneuvers specified by Part 61, FAA Practical Test Standards (PTS) and Part 121, Appendix F.

9.1.2 Areas of emphasis - The following areas of emphasis should be addressed during checks as necessary: (examples)

a) Proficiency with manual and automatic flight must be demonstrated.

b) Proper selection and use of PFD/MFD displays, raw data, flight director, and Flight Guidance System modes should be demonstrated, particularly during instrument approaches.

c) Demonstration of FMS navigation (departures and arrivals) proficiency.

d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.

9.1.3 No Flap and/or a No Flap and No Slats Landings - Demonstration of a No Flap and No Flap and No Slats approach and landing during a check is appropriate. In accordance with Order 8900.1, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. The approach should be flown to the point where the inspector or examiner can determine whether the landing would or would not occur in the touchdown zone.

9.2 Type Ratings

9.2.1 Oral Examinations - Oral examinations for the CL-600-2E25 maybe completed at the end of the academic phase of training.

9.2.2 Practical Tests - Practical tests may follow standard provisions of the pertinent CFR, or approved Line Operational Evaluation (LOE) provisions of AQP. The satisfactory completion of a practical type rating evaluation in any CL-600-2E25 will meet the requirement for the CL-600-2E25 type rating.

9.2.3 Application for and Issuance of Type Ratings - Airmen completing the pertinent CFR requirements or AQP provisions in a CL-600-2E25 in accordance with FSB requirements described in this report, may apply to the FAA for the CL-600-2E25 type rating endorsement.

Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

9.3 Proficiency Checks

9.3.1 General - Proficiency Checks are administered as designated in Part 121.441, and Part 121 Appendix F for the CL-600-2E25 or in accordance with an approved AQP. These checks must be administered by an authorized check airman, or FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in the Part 121.433(c).

10.0 FSB SPECIFICATIONS FOR CURRENCY

10.1 Currency (Recency of Experience) is in accordance with Part 121.439.

11. 0 AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

11.1 Compliance Checklist (see Appendix 1) - Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type certificate. The checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators.

11.2 Discussion of Specific Compliance Checklist Items

11.2.1 Observer Seat - On CL-600-2E25 aircraft the observers seat must comply with AC120-83 and the provisions of 121.581.

11.2.2 Emergency Evacuation - Emergency evacuation was accomplished through analysis by TCCA IAW FAR 25.803 and IAW AC 25-803-1A and was accepted through a Bi-lateral agreement by the FAA certification office. The CL-600-2E25 has been certificated for a maximum of 110 occupants. This includes 1 pilot, 1 copilot 1 observer, 3 flight attendants and 104 passengers when the aircraft is fitted with an approved interior.

11.2.3 Proving tests in accordance with Part 121.163(b) are appropriate in accordance with FAA Order 8900.1, when the CL-600-2E25 is new to a particular operator. When an operator is currently operating the CL-600-2E25 and it adds other variant aircraft in the same kind of operation, proving tests are not required. Proving test requirements and reductions are as designated by FAA Order 8900.1 and the CHDO, or as otherwise specified by the FSB or AFS-200.

12.0 FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

12.1 Device and Simulator Characteristics - Device and simulator characteristics are designated in AC 120-40 and AC120-45. The acceptability of differences between devices, simulators, and aircraft must be addressed by the POI.

12.2 Device Approval - Requests for device approval should be made to the POI. The POI may approve these devices for an operator if the device characteristics clearly meet the established FAA criteria and have been approved by the National Simulator Program (NSP).

13. APPLICATION OF FSB REPORT

13.1 Relevant parts of this report (e.g. Type Rating Designation, checking maneuvers, etc.) are effective with this report.

14. ALTERNATE MEANS OF COMPLIANCE

14.1 If alternate means of compliance is sought to this FSB report, operators will be required to establish that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53A, and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

14.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. AFS-200 will generally not consider relief by alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

APPENDIX 1

COMPLIANCE CHECKLISTS

Regional Jet CL-600-2E25 Serial number 19001 was utilized by the FAA FSB to conduct its compliance evaluation on 7/11/2010. The attached checklists provide the FSB's findings on those operating requirements. The FSB agrees with all Bombardier remarks.

Any U.S. operator wishing to operate the Regional Jet CL-600-2E25 airplane will have to demonstrate to the FAA that the airplane fully complies with the applicable requirements of Parts 91, 121, 125 and 135, prior to that airplane entering service. An operator may use these checklists to show compliance with the applicable requirements contained therein.

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Part 91 – General Operating and Flight Rules					
Subpart A – General					
91. 1	91-257	Applicability.	Noted		
91. 3		Responsibility and authority of the pilot in command.	Not applicable	Operator responsibility	
91. 5		Pilot in command of aircraft requiring more than one required pilot.	Not applicable	Operator responsibility	
91. 7		Civil aircraft airworthiness.	Noted	Operator responsibility	
91. 9		Civil aircraft flight manual, marking, and placard requirements. (a) Compliance with flight manual, markings, and placards. (b)(1) Availability of current approved Airplane Flight Manual in aircraft. (b)(2) Airplane Flight Manual not required by FAR 21.5. (c) Identification of aircraft in accordance with Part 45. (d) Helicopters: flight through prohibited range.	 --- An approved Airplane Flight Manual (CSP D-012) complying with FAR 25.1581 will be provided with each airplane. See (b)(1). A fireproof identification plate complying with FAR 45 is included in the baseline configuration RAL-BA698-0001. Not applicable.	 Operator responsibility Operator responsibility. Compliant	
91. 11		Prohibition on interference with crewmembers.	---	Operator responsibility	
91. 13		Careless or reckless operation.	---	Operator responsibility	
91. 15		Dropping objects.	---	Operator responsibility	
91. 17	91.291	Alcohol or drugs.	---	Operator responsibility	
91. 19		Carriage of narcotic drugs, marihuana, and depressant or	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		stimulant drugs or substances.			
91. 21		Portable electronic devices.	Noted	Operator responsibility	
91.23	91-267	Truth-in-leasing clause requirement in leases and conditional sales contracts.	---	Operator responsibility	
91.25		Aviation Safety Reporting Program: Prohibition against use of reports for enforcement purposes.	---	Operator responsibility	
91.27 – 91.99		[Reserved]			
Subpart B – Flight Rules					
General					
91.101		Applicability.	Noted		
91.103		Preflight action.	---	Operator responsibility	
91.105	91-231	Flight crewmembers at stations.	---	Operator responsibility	
91.107	91-292	Use of safety belts, shoulder harnesses, and child restraint systems.	--	Operator responsibility	
91.109		Flight instruction; Simulated instrument flight and certain flight tests.	---	Operator responsibility	
91.111		Operating near other aircraft.	---	Operator responsibility	
91.113		Right-of-way rules: Except water operations.	---	Operator responsibility	
91.115		Right-of-way: Water operations.	---	Operator responsibility	
91.117	91-233	Aircraft speed.	---	Operator responsibility	
91.119		Minimum safe altitudes: General.	---	Operator responsibility	
91.121		Altimeter settings.	---	Operator responsibility	
91.123	91-244	Compliance with ATC clearances and instructions.	---	Operator responsibility	
91.125		ATC light signals.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.126	91-282	Operating on or in the vicinity of an airport in Class G airspace.	---	Operator responsibility	
91.127	91-239	Operating on or in the vicinity of an airport in Class E airspace.	---	Operator responsibility	
91.129	91-296	Operations in Class D airspace.	---	Operator responsibility	
91.130	91-239	Operations in Class C airspace. (a) General. (b) Traffic patterns. (c) Communications. (d) Equipment requirements. (e) Deviations	--- See § 91.215. ---	Operator responsibility	
91.131	91-296	Operations in Class B airspace. (a) Operating rules. (b) Pilot requirements. (c) Communications and navigation equipment requirements. (d) Transponder requirements	--- Required communications and navigation equipment are part of the baseline configuration. Two mode S transponders are part of the basic configuration.	Operator responsibility	
91.133		Restricted and prohibited areas.	---	Operator responsibility	
91.135		Operations in Class A airspace. (a) Clearance. (b) Communications (c) Transponder requirement. (d) ATC authorizations.	--- Required communications equipment is part of the baseline configuration. See §91.215. ---	Operator responsibility	
91.137		Temporary flight restrictions in the vicinity of disaster/hazard areas.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.138	91-270	Temporary flight restrictions in national disaster areas in the State of Hawaii.	---	Operator responsibility	
91.139		Emergency air traffic rules.	---	Operator responsibility	
91.141		Flight restrictions in the proximity of the Presidential and other parties.	---	Operator responsibility	
91.143		Flight limitation in the proximity of space flight operations.	---	Operator responsibility	
91.144	91-240	Temporary restriction on flight operations during abnormally high barometric pressure conditions.	---	Operator responsibility	
91.145		Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events.	---	Operator responsibility	
91.146		Passenger-carrying flights for the benefit of a charitable, nonprofit, or community event.	---	Operator responsibility	
91.147		Passenger carrying flights for compensation or hire.	---	Operator responsibility	
91.148 - 91.149		[Reserved]	---		
Visual Flight Rules					
91.151		Fuel requirements for flight in VFR conditions.	---	Operator responsibility	
91.153		VFR flight plan: Information required.	---	Operator responsibility	
91.155	91-282	Basic VFR weather minimums.	---	Operator responsibility	
91.157	91-262	Special VFR weather minimums.	---	Operator responsibility	
91.159	91-276	VFR Cruising altitude or flight level.	---	Operator responsibility	
91.161		Special awareness training required for pilots flying under visual flight rules within a 60-nautical mile	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		radius of the Washington, DC VOR/DME.			
91.162 - 91.165		[Reserved]			
Instrument Flight Rules					
91.167		Fuel requirements for flight in IFR conditions.	---	Operator responsibility	
91.169	91.259	IFR flight plan: Information required.	---	Operator responsibility	
91.171		VOR equipment check for IFR operations.	Dual VOR installation tested as per the requirement when delivered.	Operator responsibility	
91.173		ATC clearance and flight plan required.	---	Operator responsibility	
91.175	91.296	Take-off and landing under IFR.	---	Operator responsibility	
91.177	91-296	Minimum altitudes for IFR operations.	---	Operator responsibility	
91.179	91-296	IFR cruising altitude or flight level.	---	Operator responsibility	
91.180	91-276	Operations within airspace designated as Reduced Vertical Separation Minimum airspace.	---	Operator responsibility	
91.181	91-296	Course to be flown.	---	Operator responsibility	
91.183	91-296	IFR communications.	---	Operator responsibility	
91.185	91-211	IFR Operations: Two-way radio communication failure.	---	Operator responsibility	
91.187		Operation under IFR in controlled airspace: Malfunction reports.	---	Operator responsibility	
91.189	91-296	Category II and III operations: General operating rules.	The CL-600-2E25 will be certified to Category II operations. Until such time, an AFM limitation prohibiting Category II operations will be in effect.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a)(1) Flight crew authorization and ratings; (a)(2) Adequate crew knowledge; (a)(3) Instrumentation and flight guidance system installation. (b) Ground and related airborne equipment operating. (c) to (g) Approaches, Landing, Exceptions.	--- --- Instrument panel meets the requirements. --- ---	Operator responsibility Compliant Operator responsibility	
91.191	91-280	Category II and Category III manual.	The CL-600-2E25 will be certified to Category II operations. Until such time, an AFM limitation prohibiting Category II operations will be in effect. The relevant Cat II data, limitations and procedures will be covered in an AFM supplement.	Operator responsibility	
91.193		Certificate of authorization for certain Category II operations.	---	Operator responsibility	
91.195 - 91.199		[Reserved]			
Subpart C – Equipment, Instrument, and Certificate Requirements					
91.201		[Reserved]			
91.203	91-218	Civil aircraft: Certifications required. (a) Valid C of A, Registration Certificate, Flight Permit. (b) C of A or Flight Permit displayed. (c) Fuel tank in the passenger compartment.	See below. --- A holder (to display the C of A or flight permit) is part of the baseline configuration. Not applicable.	Operator responsibility Operator responsibility Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(d) Compliance with Part 34 (fuel venting and emissions).	Compliance with FAR 34 will be demonstrated during Type Certification.		
91.205	91-296	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements. (a) General (b) Visual flight rules (day).	See below. --- All instruments and equipment specified for Day VFR, as applicable to a turbine engine airplane are part of the baseline configuration, except for: Item (11) - Not applicable Item (12) - Pyrotechnic signal devices are not provided. Item (14) - Not applicable Item (16) - Not applicable Item (17) - Not applicable	Operator responsibility Compliant	
		(c) Visual flight rules (night).	All instruments and equipment specified for Night VFR are part of the baseline configuration, except for: Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.	Compliant	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(d) Instrument flight rules.	All instruments and equipment specified for IFR flight are part of the baseline configuration.	Compliant	
		(e) Flight at and above 24,000 feet MSL (FL240).	Two identical DME systems are provided as part of the baseline configuration.	Compliant	
		(f) Category II operations.	See 91.189		
		(g) Category III operations.	Not applicable	Operator responsibility	
		(h) Exclusions.	---	Operator responsibility	
91.207	91-265	Emergency locator transmitters.			
		(a) General.	An ELT is provided as part of the baseline configuration.	Operator responsibility	
		(b) ELT location.	The ELT is mounted on a primary structure in the fuselage aft compartment in order to minimize the probability of damage in the event of crash impact.	Compliant	
		(c) Battery condition.	---	Operator responsibility	
		(d) Periodic inspections.	---		
		(e) Ferrying with uninstalled or inoperative ELT.	(e)(1) The ELT is installed in production and flight test airplanes prior to first flight.	(e)(2) Operator responsibility	
		(f) Exceptions	Noted.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.209		Aircraft Lights (a), (b): Position and anti-collision lights. (a)(3) Anchor lights.	Position lights and anti-collision lights complying with 14 CFR Part 25.1381 through 25.1397 and 25.1401, respectively, are included in the baseline configuration. Not applicable	Operator responsibility Not applicable	
91.211		Supplemental Oxygen (a) General. (b) Pressurized cabin aircraft.	The pilot / co-pilot / forward observer stations will be equipped with quick donning, pressure-demand type masks which provide supplemental oxygen. In addition to the flight crew oxygen system, a chemically generated oxygen system with drop-down masks will provide supplemental oxygen at each passenger seat, flight attendant stations and in the lavatory. Sufficient supplemental oxygen is provided for emergency descent from 41,000 feet to 10,000 feet. Also, portable oxygen bottles with disposable masks are provided, to supply therapeutic oxygen for first aid purposes.	Operator responsibility Operator responsibility to use equipment as required.	
91.213	91-282	Inoperative instruments and equipment.	An approved MMEL will be provided for each delivered airplane.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.215	91-267	ATC transponder and altitude reporting equipment and use. (a), (b): Transponder installation, performance and airspace requirements.	Two mode "S" transponders (with ATC modes A & C), conforming to TSO-C112 are included as part of the baseline configuration.	Compliant	
		(c), (d): Transponder operation and ATC authorized deviations.	---	Operator responsibility	
91.217		Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.			
		(a) ATC-directed deactivation	---	Operator responsibility	
		(b) Encoded altitude accuracy	Mode C altitude-encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the baseline configuration.	Periodic testing and calibration is the operator's responsibility.	
		(c) Altimeter-encoding equipment specifications	Conforms to TSO-C10 and C88.		
91.219		Altitude alerting system or device: Turbojet-powered civil airplanes.			
		(a) Operational Requirement for system	---	Operator responsibility	
		(b) Altitude Alerting System Requirements	An altitude alerting system compliant with the requirements specifed in sub-paragraphs (b)(1) thru (5) is included in the baseline configuration.	Compliant	
		(c), (d) Operational Procedures	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.221		Traffic alert and collision avoidance system equipment and use. (a) Requirement for an approved TCAS (b) TCAS: operation required	 A Traffic Alert and Collision Avoidance System (TCAS II/ACAS II) is provided in the production airplane. ---	 Compliant Operator responsibility	
91.223		Terrain awareness and warning system. (a) Airplanes manufactured after March 29, 2002 (b) Airplanes manufactured on or before March 29, 2002 (c) Airplane Flight Manual (d) Exceptions	 A Class A TAWS, compliant with TSO-C151 is provided in the production airplane. --- All required information will be provided in the FAA-approved Airplane Flight Manual. ---	 Compliant Not applicable. Compliant Not applicable.	
91.224 - 91.299		[Reserved]			
Subpart D – Special Flight Operations					
91.301		[Reserved]	---		
91.303	91-227	Aerobatic flight.	---	Operator responsibility	
91.305		Flight test areas.	---	Operator responsibility	
91.307	91-305	Parachutes and parachuting.	---	Not applicable.	
91.309	91-227	Towing: Gliders and unpowered.ultralight vehicles.	---	Not Applicable.	
91.311		Towing: Other than under §91.309.	---	Operator responsibility	
91.313		Restricted category civil	Not applicable.	Operator	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		aircraft: Operating limitations.		responsibility	
91.315		Limited category civil aircraft:Operating limitations.	---	Operator responsibility	
91.317	91-212	Provisionally certificated civil aircraft: Operating limitations.	Not applicable.	Operator responsibility	
91.319		Aircraft having experimental certificates: Operating limitations.	---	Operator responsibility	
91.321		Carriage of candidates in elections.	---	Operator responsibility	
91.323	91-253	Increased maximum certificated weights for certain airplanes operated in Alaska.	All applicable information on weights will be provided in the FAA-approved Airplane Flight Manual.	Operator responsibility	
91.325		Primary category aircraft: Operating limitations.	Not applicable.	Not applicable.	
91.327		Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations.	Not applicable.	Not applicable.	
91.328 - 91.399		[Reserved]			
Subpart E - Maintenance, Preventive Maintenance, and Alterations					
91.401		Applicability	Noted		
91.403	91-293	General. (a) Airworthy conditions; (b) Maintenance	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(c) Required procedures	An approved maintenance schedule derived from the MSG-3 process and an Aircraft Maintenance Manual complying with §25.1529 and Appendix H will be provided to each operator.	Operator responsibility	
91.405		Maintenance required. (a) Discrepancies; (b) Records. (c) Inoperative instruments (d) Placarded discrepancies	 ---- The airplane will have an approved MMEL (see § 91.213). Approval of the applicable MEL is the operator's responsibility. ----	 Operator responsibility Operator responsibility Operator responsibility	
91.407		Operation after maintenance, preventive maintenance, rebuilding, or alteration.	---	Operator responsibility	
91.409	91-282	Inspections	An approved maintenance schedule as per the Maintenance Requirements Manual (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with §25.1529 and Appendix H will be provided to each operator.	Operator responsible for accomplishing required maintenance.	
91.410		[Reserved]			
91.411	91-269	Altimeter system and altitude reporting equipment tests and inspections.	The Maintenance Requirements Manual includes the tests and inspections required by	Operator responsible for conducting required tests and inspections.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
			14 CFR 43 and its appendices. The 14 CFR 43 tests and inspections are conducted as a part of the Bombardier Functional Test Plan for each airplane prior to granting of the C of A.		
91.413	91-269	ATC transponder tests and inspections.	As above for § 91.411	As above for 91.411.	
91.415		Changes to aircraft inspection programs.	---	Operator responsibility	
91.417		Maintenance records. (a), (b), (c): Documents requirements. (d) Fuel tank installation.	An approved maintenance schedule as per the Maintenance Requirements Manual (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with 14 CFR Part 25.1529 and Appendix H will be provided to each operator. No fuel tanks are installed within the passenger and baggage compartments.	Operator responsibility Not applicable.	
91.419		Transfer of maintenance records.	---	Operator responsibility	
91.421		Rebuilt engine maintenance records.	---	Operator responsibility	
91.423 - 91.499		[Reserved]			
Subpart F – Large and Turbine-Powered Multiengine Airplanes and Fractional Ownership Program Aircraft					
91.501		Applicability.	Noted.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.503		Flying equipment and operating information.			
		(a)(1) Flashlights.	Two flashlights, one for each flight crew station, will be provided as part of the basic airplane equipment.	Operator responsibility	
		(a)(2) Cockpit checklist.	Checklists will be provided in the Airplane Flight Manual (AFM), the Flight Crew Operating Manual (FCOM) and the Quick Reference Handbook (QRH).	Operator responsibility	
		(a)(3) & (4) Aeronautical charts.	---	Operator responsibility	
		(a)(5) One engine inoperative climb performance data.	This data will be provided through the Computerized AFM (CAFM).	Operator responsibility	
		(b) & (c) Cockpit checklist contents	The checklists contained within the AFM, FCOM and QRH will include the required procedures.	Operator responsibility	
		(d) Use of data by flight crew.	---	Operator responsibility	
91.505		Familiarity with operating limitations and emergency equipment.	An FAA-approved Airplane Flight Manual complying with 14 CFR Part 25.1581 is provided with the airplane at delivery.	Operator responsibility	
91.507		Equipment requirements: Over-the-top or night VFR operations	All equipment specified for IFR and Night VFR operation is part of the baseline configuration.	Operator responsible for making sure that equipment is operable.	
91.509	91-280	Survival equipment for overwater operations.	The airplane is not equipped for Extended Over Water Operations.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.511	91-296	Communication and navigation equipment for overwater operations.	Certification for Extended Over Water Operations is not being sought.	Operator responsibility	
91.513		Emergency equipment. (a) General. (b) Equipment requirements. (c) Fire extinguishers. (d) First Aid kit. (e) Crash axe.	Noted. The required emergency equipment, in accordance with § 25.807, 25.811, 25.812 and 25.813, will be part of the basic configuration. Four hand-operated fire extinguishers containing Halon 1211 (suitable agent for most types of aircraft fires) are installed in the airplane as part of the basic configuration. One is installed in the flight compartment and three are located in the passenger cabin area (one is accessible from the galley) as per the operators' interior layout. All stowage containers are clearly marked and identified. The required number of clearly identified first aid kits, will be part of the basic configuration. One crash axe is installed in the flight compartment lower bulkhead as part of the basic configuration.	Compliant. Operator responsibility. Compliant. Compliant. The emergency medical kit is the operator's responsibility. Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f) Megaphones.	The required number of portable battery-powered megaphones is part of the baseline configuration.	Compliant.	
91.515		Flight altitude rules.	---	Operator responsibility	
91.517		Passenger information. (a) No smoking and seat belt signs.	The required ordinance signs, in compliance with § 25.791 will be installed in each passenger service unit (PSU), lavatories and main entrance area.	Operator responsibility	
		(b) Oral notification if no signs provided	---	Operator responsibility	
		(c) No smoking allowed while "No Smoking" signs lighted.	---	Operator responsibility	
		(d); (e): Passenger compliance with signs and instructions.	---	Operator responsibility	
91.519	91-280	Passenger briefing.	The applicable placards and lighted passenger information signs are part of the basic configuration. Printed cards are also provided to the operator.	Operator responsibility	
91.521		Shoulder harness. (a) Shoulder harness – Flight deck.	The two approved flight crew safety belts will be fitted with approved shoulder harnesses in compliance with § 25.785, as part of the basic configuration.	Compliant	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Shoulder harness – Flight attendant seats in cabin.	The flight attendant stations will be fitted with approved safety belts / shoulder harnesses.	Compliant	
91.523		Carry-on baggage. (a) Baggage or cargo storage compartment. (b) Stowage of baggage under passenger seats.	Approved overhead bins and baggage / cargo storage compartments complying with § 25.787 will be provided. Basic passenger seats design incorporates baggage restraints that comply with § 25.561.	Operator responsibility to ensure correct stowage. Operator responsibility to ensure correct stowage.	
91.525		Carriage of Cargo (a) Carriage of cargo – Requirements. (b) Accessibility of compartments for fire extinguishing.	Approved Class C cargo compartments, complying with §§ 25.855 to 25.858 will be part of the basic configuration. One cargo bay is located aft of the passenger cabin and the other cargo compartment is located under the forward cabin area. The cargo compartments' fire extinguishing systems do not require physical entry of a crewmember.	Operator responsibility Not applicable.	
91.527		Operating in icing conditions. (a) Take-off with contaminated surfaces.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b); (c): IFR/VFR flight into known or forecasted icing conditions. (d) Changed weather conditions.	An ice protection system complying with § 25.1419 and Appendix C will be installed as part of the basic configuration. ---	Operator responsibility Operator responsibility	
91.529		Flight engineer requirements.	Not applicable	Not applicable	
91.531		Second in command requirements.	---	Operator responsibility	
91.533		Flight attendant requirements.	Provisions are for two or three flight attendants, depending upon the operator's seating configuration.	Operator responsibility	
91.535		Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing.	---	Operator responsibility	
91.536 - 91.599		[Reserved]			
Subpart G - Additional Equipment and Operating Requirements for Large and Transport Category Aircraft					
91.601		Applicability.	Noted		
91.603		Aural speed warning device.	Speed warning devices that comply with §25.1303(c)(1) are included as baseline.	Compliant.	
91.607		Emergency exits for airplanes carrying passengers for hire.	In addition to the main passenger door and service door, the aircraft is equipped with four Type III overwing exits (two on each side).	Compliant.	
91.609	91-300	Flight data recorders and cockpit voice recorders. (a) Operation with inactive or inoperative flight recorder or cockpit voice recorder.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Operation by other than holder of air carrier or commercial certificate.	---	Operator responsibility	
		(c) Requirement for flight recorder.	A digital flight recorder compliant with § 25.1459 will be part of the basic configuration.	Operator responsibility	
		(d) Flight recorder operation	---	Operator responsibility	
		(e) Requirement for cockpit voice recorder.	An approved cockpit voice recorder, compliant with § 25.1457 will be included in the baseline configuration.	Operator responsibility	
		(f) Cockpit voice recorder with erasure feature			
		(g) Keeping of recorded information..	---	Operator responsibility	
		(h) Cockpit voice recorder made before April 7, 2010 requirements.	An approved cockpit voice recorder, compliant with the appropriate sub-parts of § 25.1457 will be installed.	Operator responsibility	
		(i) Cockpit voice recorder made on or after April 7, 2010 requirements.			
		(j) Datalink communication equipment installation on or after April 7, 2010 requirement	Optional equipment	Operator responsibility	
		(k) Deviation under Part 125.	---	Operator responsibility	
91.611		Authorization for ferry flight with one engine inoperative.			
		(a) General: Threfour-engine airplanes.	Not applicable	Not applicable	
		(b) Flight tests: reciprocating-engine-powered airplanes.	Not applicable	Not applicable	
		(c) Flight tests: Turbine-engine-powered airplanes.	Compliance is shown during the Flight Test Program for initial Type Certification.	Compliant	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.613	91-290	Materials for compartment interiors.	Addressed during initial Type Certification.	Compliant	
91.615 - 91.699		[Reserved]			
Subpart H - Foreign Aircraft Operations and Operations of U.S. Registered Civil Aircraft Outside of the United States; and Rules Governing Persons on Board Such Aircraft					
91.701		Applicability.	Noted	Operator responsibility	
91.702		Persons on board.	---	Operator responsibility	
91.703		Operations of civil aircraft of U.S. registry outside of the United States.	---	Operator responsibility	
91.705		Operations within airspace designated as Minimum Navigation Performance Specification Airspace.	---	Operator responsibility	
91.706		Operations within airspace designated as Reduced Vertical Separation Minimum Airspace.	---	Operator responsibility	
91.707		Flights between Mexico or Canada and the United States.	---	Operator responsibility	
91.709		Operations to Cuba.	---	Operator responsibility	
91.711		Special rules for foreign civil aircraft.	---	Operator responsibility	
91.713		Operation of civil aircraft of Cuban registry.	---	Operator responsibility	
91.715		Special flight authorizations for foreign civil aircraft.	---	Operator responsibility	
91.717 - 91.799		[Reserved]	---		
Subpart I - Operating Noise Limits					
91.801	91-276	Applicability: Relation to Part 36.	Noted	Operator responsibility	
91.803	91-276	Part 125 operations: Designation of applicable regulations.	Noted	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.805		Final compliance: Subsonic airplanes.	The CL-600-2E25 will be certified to 14 CFR Part 36 Stage 3 requirements and will be noted as such in the FAA-approved Airplane Flight Manual.	Operator responsibility	
91.807 - 91.813		[Reserved]	---		
91.815		Agricultural and fire fighting airplanes: Noise operating limitations	Not applicable	Not applicable	
91.817		Civil aircraft sonic boom	Not applicable	Not applicable	
91.819		Civil supersonic airplanes that do not comply with Part 36.	Not applicable		
91.821		Civil supersonic airplanes: Noise limits.	Not applicable		
91.823 - 91.849		[Reserved]	---		
91.851	91-288	Definitions	Noted		
91.853		Final compliance: Civil subsonic airplanes.	The production airplane will be certified to 14 CFR Part 36 Stage 3 requirements and will be noted as such in the FAA-approved Airplane Flight Manual (AFM).		
91.855	91-288	Entry and nonaddition rule.	The production airplane will be certified to 14 CFR Part 36 Stage 3 requirements and will be noted as such in the FAA-approved AFM.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.857		Stage 2 operations outside of the 48 contiguous United States.	The production airplane will be certified to 14 CFR Part 36 Stage 3 requirements and will be noted as such in the FAA-approved AFM.		
91.858		Special flight authorizations for non-revenue Stage 2 operations.			
91.859		Modification to meet Stage 3 or Stage 4 noise levels.	The production airplane will be certified to 14 CFR Part 36 Stage 3 requirements and will be noted as such in the FAA-approved AFM.		
91.861		Base level.	---	Operator responsibility	
91.863		Transfers of Stage 2 airplanes with base level.	---	Operator responsibility	
91.865		Phased compliance for operators with base level.	---	Operator responsibility	
91.867	91-252	Phased compliance for new entrants.	---	Operator responsibility	
91.869		Carry-forward compliance.	---	Operator responsibility	
91.871		Waivers from interim compliance requirements.	---	Operator responsibility	
91.873	91-276	Waivers from final compliance.	---	Operator responsibility	
91.875		Annual progress reports.	---	Operator responsibility	
91.877		Annual reporting of Hawaiian operations.	---	Operator responsibility	
91.879 - 91.899		[Reserved]	---		
Subpart J - Waivers					
91.901		[Reserved]	---		
91.903		Policy and procedures.	Noted	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
91.905	91-227	List of rules subject to waivers.	Noted	Operator responsibility	
91.907 - 91.999		[Reserved]	---		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Part 121 – Operating Requirements: Domestic, Flag, and Supplemental Operations					
Subpart A – General					
121.1	121-336	Applicability.	Noted		
121.2	121-344	Compliance schedule for operators that transition to Part 121; certain new entrant operators.	---	Operator responsibility	
121.4	121-251	Applicability of rules to unauthorized operators.	---	Operator responsibility	
121.11		Rules applicable to operations in a foreign country.	---	Operator responsibility	
121.15		Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	---	Operator responsibility	
Subpart B – Certification Rules for Domestic and Flag Air Carriers [Reserved]					
Subpart C – Certification Rules for Supplemental Air Carriers and Commercial Operators [Reserved]					
Subpart D – Rules Governing All Certificate Holders Under This Part [Reserved]					
Subpart E – Approval of Routes: Domestic and Flag Operations					
121.91		Applicability.	Noted		
121.93	121-253	Route requirements: General.	---	Operator responsibility	
121.95	121-253	Route width.	---	Operator responsibility	
121.97	121-329	Airports: Required data.	---	Operator responsibility	
121.99	121-333	Communication facilities – domestic and flag operations.	---	Operator responsibility	
121.101	121-253	Weather reporting facilities.	---	Operator responsibility	
121.103		En route navigation facilities.	---	Operator responsibility	
121.105		Servicing and maintenance facilities.	---	Operator responsibility	
121.106		ETOPS Alternate Airport: Rescue and fire fighting service.	---	Operator responsibility	
121.107		Dispatch centers.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Subpart F – Approval of Areas and Routes for Supplemental Operations					
121.111		Applicability	Noted	Operator responsibility	
121.113	121-253	Area and route requirements: General.	The airplane meets all applicable IFR and VFR requirements to conduct operations within the Unted States of America.	Operator responsibility	
121.117	121-253	Airports: Required data. (a) Adequate airport equipment for proposed operation. (b) Approved system for obtaining, maintaining, and distributing current aeronautical data. (c) Changes to operator's collection, maintenance and distribution system; filing of petition for reconsideration.	--- Instrument flight procedures and special information will be provided in the AFM and FCOM. ---	Operator responsibility Operator responsibility Operator responsibility	
121.119	121-253	Weather reporting facilities.	---	Operator responsibility	
121.121		En route navigation facilities.	---	Operator responsibility	
121.122		Communications facilities -supplemental operations.	Not applicable.	Not applicable.	
121.123		Servicing maintenance facilities.	---	Operator responsibility	
121.125	121-253	Flight following system.	---	Operator responsibility	
121.127	121-253	Flight following system; requirements.	---	Operator responsibility	
Subpart G – Manual Requirements					
121.131		Applicability	Noted	Operator responsibility	
121.133		Preparation.	---	Operator responsibility	
121.135	121-329	Manual contents.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Requirements.	Manuals complying with this Subpart and §25.1581 will be provided with each airplane. The operator must ensure that the manuals prepared as per §121.133 are also compliant.	Operator responsibility	
		(b) Appropriate for use of each group of personnel	It is the operator's responsibility to ensure that the manuals contain information appropriate for each group of personnel.	Operator responsibility	
		(c) Copy of manual at base of operations.	It is the operator's responsibility to ensure that a copy of the manual is maintained at its principal operations base.	Operator responsibility	
121.137	121-262	Distribution and availability.	---	Operator responsibility	
121.139	121-262	Requirements for manual aboard aircraft: Supplemental operations.	---	Operator responsibility	
121.141		Airplane flight manual. (a) Approved AFM	An approved Airplane Flight Manual complying with §25.1581 will be provided with each airplane.	Operator responsibility	
		(b) Manual required by 121.133	It is the operator's responsibility to carry either the AFM or the manual required by §121.133, as per this subpart.		
Subpart H – Aircraft Requirements					
121.151		Applicability	Noted	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.153	121-165	Aircraft requirements: General.	The issuance of an airworthiness certificate will be requested and compliance to the applicable requirements and airworthiness standards will be demonstrated.	Operator responsibility	
121.155		[Reserved]	---		
121.157	121-256	Aircraft certification and equipment requirements. (a) Airplanes certificated before July 1, 1942. (b) Airplanes certificated after June 30, 1942. (c) C-46 type airplanes: passenger-carrying operations. (d) C-46 type airplanes: cargo operations. (e) Commuter category airplanes. (f) Other nontransport category airplanes. (g) Certain newly manufactured airplanes. (h) Newly type certificated airplanes.	Not applicable. The aircraft will be type certificated as a transport category airplane under § part 25.	Operator responsibility Not applicable. Operator responsibility	
121.159		Single-engine airplanes prohibited.	Not applicable.	Not applicable.	
121.161	121-329	Airplane limitations: Type of route.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) 60 minutes flying time from an adequate airport: turbine-engine-powered airplane.	ETOPS has not been requested for the CL-600-2E25. Operator's responsibility to specify allowable routes.	Operator responsibility	
		(b) Extended overwater operation: ditching	The Type Design configuration is not certified for ditching.	Operator responsibility	
		(c) Extended overwater operation: nontransport category	Not applicable.	Not applicable.	
		(d) 60 minutes flying time from an adequate airport: reciprocating-engine-powered airplane.	Not applicable.	Not applicable.	
		(e) Turbine-engine-powered airplanes with more than two engines.	Not applicable.	Not applicable.	
121.162		ETOPS Type Design Approval Basis.	The CL-600-2E25 will not be certified for ETOPS at this time.	Operator responsibility	
121.163	121-251	Aircraft proving tests.			
		(a) Initial airplane proving tests.	---	Operator responsibility	
		(b) Proving tests for kinds of operations.	---	Operator responsibility	
		(c) Proving tests for materially altered airplanes.	Not applicable.	Not applicable.	
		(d) Definition of materially altered.	Noted.	Not applicable.	
		(e) Carriage of passengers, mail or other cargo.	---	Operator responsibility	
Subpart I – Airplane Performance Operating Limitations					
121.171		Applicability	Noted	Operator responsibility	
121.173	121-251	General.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a), (c), (e): Requirements for other airplane types.	Not applicable.	Not applicable.	
		(b) Turbine-engine-powered airplane requirements.	The airplane will show compliance with the applicable provisions of §§121.189 to121.197.	Operator responsibility	
		(d) Performance data to comply with §§121.175 through 121.197.	The performance data provided, using the Computerized AFM (CAFM), will be used to show compliance with §§121.189 to121.197.	Operator responsibility	
		(f), (g): Allowable deviations to specifications.	---	Operator responsibility	
121.175	121-251	Airplanes: Reciprocating engine-powered: Weight limitations.	Not applicable.	Not applicable.	
121.177	121-251	Airplanes: Reciprocating engine-powered: Takeoff limitations.	Not applicable.	Not applicable.	
121.179	121-251	Airplanes: Reciprocating engine-powered: En route limitations: All engines operating.	Not applicable.	Not applicable.	
121.181	121-251	Airplanes: Reciprocating engine-powered: En route limitations: One engine inoperative.	Not applicable.	Not applicable.	
121.183	121-251	Part 25 airplanes with four or more engines: Reciprocating engine powered: En route limitations: Two engines inoperative.	Not applicable.	Not applicable.	
121.185	121-251	Airplanes: Reciprocating engine-powered: Landing limitations: Destination airport.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.187	121-251	Airplanes: Reciprocating engine-powered: Landing limitations: Alternate airport.	Not applicable.	Not applicable.	
121.189	121-268	Airplanes: Turbine engine powered: Takeoff limitations.	The required takeoff performance data is calculated using the CAFM. It is the operator's responsibility to comply with AFM takeoff limits.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
121.191	121-143	Airplanes: Turbine engine powered: En route limitations: One engine inoperative.	The required one-engine inoperative net flight path data is calculated using the CAFM.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
121.193		Airplanes: Turbine engine powered: En route limitations: Two engines inoperative.	Not applicable.	Not applicable.	
121.195	121-9	Airplanes: Turbine engine powered: Landing limitations: Destination airports.	The required landing performance data is calculated using the CAFM.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.197	121-179	Airplanes: Turbine engine powered: Landing limitations: Alternate airports.	The required landing performance data is calculated using the CAFM.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
121.198		Cargo service airplanes: Increased zero fuel and landing weights.	Not applicable.	Not applicable.	
121.199		Nontransport category airplanes: Takeoff limitations.	Not applicable.	Not applicable.	
121.201		Nontransport category airplanes: En route limitations: One engine inoperative.	Not applicable.	Not applicable.	
121.203		Nontransport category airplanes: Landing limitations: Destination airport.	Not applicable.	Not applicable.	
121.205		Nontransport category airplanes: Landing limitations: Alternate airport.	Not applicable.	Not applicable.	
121.207		Provisionally certificated airplanes: Operating limitations.	Not applicable.	Not applicable.	
Subpart J – Special Airworthiness Requirements					
121.211		Applicability			
		(a) Special airworthiness requirements (see sub-paragraphs (b) through (e)).	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Airplanes type certificated before November 1, 1946, must meet the special airworthiness requirements in §§121.215 through 121.283.	Not applicable.	Not applicable.	
		(c) Compliance with §§121.285 through 121.291.	See sub-paragraphs §§121.285 through 121.291.		
		(d) Airplanes used in cargo service.	Not applicable.	Not applicable.	
		(e) Non-transport category airplanes.	Not applicable.	Not applicable.	
121.213		[Reserved]	---		
121.215 through 121.283		Various special airworthiness requirements.	Not applicable.	Not applicable.	
121.285	121-251	Carriage of cargo in passenger compartments.	Only overhead bins are approved for installation in the passenger cabin, in which only carry-on baggage is allowed.	Not applicable.	
121.287		Carriage of cargo in cargo compartments.	Not applicable. There are no cargo compartments in the airplane, which allow access to the crew during flight.	Not applicable.	
121.289	121-251	Landing gear: Aural warning device.	The landing gear aural warning device is fully compliant with these requirements.	Compliant.	
121.291	121-307	Demonstration of emergency evacuation procedures.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Procedure. (b) to (e): Certificate holder demonstration.	An actual demonstration does not need to be conducted. Compliance with §25.803 will be shown during the CL-600-2E25 type certification. ---	 Operator responsibility	
121.293		Special airworthiness requirements for nontransport category airplanes type certificated after December 31, 1964.	Not applicable.	Not applicable.	
121.295		Location for a suspect device.	The Least Risk Bomb Location (LRBL) for the CL-600-2E25 has been defined. The protocol for the dissemination of the LRBL information will be established.	Compliant.	
Subpart K – Instrument and Equipment Requirements					
121.301		Applicability	Noted		
121.303	121-281	Airplane instruments and equipment. (a) Applicability (b) Instruments and equipment. (c) Airspeed (d)	 Noted All instruments and equipment are installed and approved in accordance with the Airworthiness requirements applicable to them. The airspeed indicator is calibrated in knots and all airspeed values in the AFM will be recorded in knots (KIAS). An MMEL will be submitted to the FAA for approval.	 Compliant. Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.305	121-262	Flight and navigational equipment.	All required equipment to be provided as part of the basic configuration, compliant with §25.1303. The third gyroscopic bank-and-pitch indicator will be replaced by an equivalent electronic integrated standby instrument (ISI).	Compliant.	
121.306		Portable electronic devices.	---	Operator responsibility	
121.307		Engine instruments. (a)-(c), (f), (l): Various engine instruments (d), (e), (g), (h), (i), (j), (k): Fuel pressure and pressure warning, flowmeter and quantity. Oil temperature, pressure. Tachometer.	 Not applicable to the CL-600-2E25 powerplant installation. All engine instruments / indicators complying with §25.1305, are provided in the baseline configuration.	 Not applicable. Compliant.	
121.308		Lavatory fire protection.			
		(a) Smoke detector system.	A smoke detection system will be installed in the lavatory (ies) as per §25.854 with corresponding warning indications provided in the flight compartment.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Built-in fire extinguisher.	The lavatory(ies) will be equipped with a built-in fire extinguishing system located in the disposal receptacle within the lavatory(ies). The built-in fire extinguisher discharges automatically upon occurrence of a fire in the receptacle as per § 25.854.	Compliant.	
		(c) 30 passengers or fewer.	Not applicable.	Not applicable.	
		(d) Nontransport category airplane.	Not applicable.	Not applicable.	
121.309		Emergency equipment. (a) General.	The airplane will be equipped with the applicable emergency equipment listed in §§ 121.309 and 121.310.	Operator responsbility	
		(b)(1) Emergency & flotation equipment: Inspection.	Periodic inspections will be included in the Maintenance Planning Document derived from the MSG-3 process.	Operator responsibility	
		(b)(2) Emergency & flotation equipment: Accessibility.	Each item of emergency and flotation equipment listed in §§ 121.309, 121.310 and 121.340, will be readily accessible to the crew and passengers.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b)(3) Identified for method of operation.	All emergency and flotation equipment will be clearly identified and marked indicating their method of operation as per §25.1561.	Compliant.	
		(b)(4) Marked compartments.	All compartments, in which items are stowed, will be clearly identified and marked complying with § 25.1561.	Operator's responsibility to ensure that these items are marked as to the date of the last inspection.	
		(c) Hand fire extinguishers.	All fire extinguishers are of an approved type.	Compliant.	
		(c)(1) Type and quantity of extinguishing agent.	The extinguishing agents are suitable for the kind of fires likely to occur in the compartment where the fire extinguishers are to be used.	Compliant.	
		(c)(2) Class E cargo compartments.	No class E compartment is provided.	Not applicable.	
		(c)(3), (c)(6): Galley compartments.	One Halon extinguisher will be accessible from the galley.	Compliant.	
		(c)(4) Flight crew compartment.	One Halon extinguisher will be located on the flight deck for use by the flight crew.	Compliant.	
		(c)(5) Passenger compartment.	Three (3) Halon fire extinguishers will be located in the passenger compartment.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(c)(7) Halon BCF extinguisher.	Four Halon extinguishers will be installed on the aircraft and three are located in the passenger compartment.	Compliant.	
		(d) Reserved.	Noted.		
		(e) Crash ax.	One crash ax will be provided as part of the basic equipment in the flight compartment.	Compliant.	
		(f) Megaphones.	The appropriate number of megaphones will be provided as part of the basic configuration.	Compliant.	
121.310		Additional emergency equipment.			
		(a) Means for emergency evacuation.	No floor level exit is more than 6 feet above ground. The escape hatch in the flight compartment is equipped with an escape rope.	Compliant.	
		(b) Interior emergency exit marking.	All emergency exits, their corresponding means of access and opening, will be conspicuously marked. All locating signs will comply with § 25.811.	Compliant.	
		(c) Lighting for interior emergency exit markings.	The airplane's emergency lighting system will comply with § 25.812.	Compliant.	
		(d) Emergency light operation.			
		(e)(1) Emergency exit operating handles: Application for the type certificate filed prior to May 1, 1972.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(e)(2) Emergency exit operating handles: Application for the type certificate filed on or after May 1, 1972.	The location of emergency exit operating handles and instructions for opening the exit will be shown to be in accordance with the requirements under which the airplane will be type certificated.	Monitoring of the operating handles and cover luminescence decrease is the responsibility of the operator.	
		(f)(1) Emergency exit access: Passageway.	Passageways leading to Type I exits are at least 20 inches wide and unobstructed. No Type II exits will be provided on the CL-600-2E25.	Compliant.	
		(f)(2) Emergency exit access: Space next to exit.	Space next to the Type I exit will be provided to enable a crewmember to assist in the evacuation of passengers without reducing the passageway as per § 25.813.	Compliant.	
		(f)(3) Emergency exit access: Access from main aisle.	The Type III exits are accessible from the main aisle and unobstructed by seats, berths or other protrusions that would reduce the effectiveness of the exits. Complies with § 25.813.	Compliant.	
		(f)(4) Emergency exit access: Passageway between passenger compartments.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f)(5) Emergency exit access: Door in partition between passenger compartments.	Not applicable.	Not applicable.	
		(f)(6) Emergency exit access: Door between passenger seat and emergency exit.	Not applicable.	Not applicable.	
		(f)(7) Emergency exit access: Doorway separating areas.	Not applicable.	Not applicable.	
		(g) Exterior exit markings.	All exterior markings will comply with § 25.811.	Compliant.	
		(h) Exterior emergency lighting and escape route.	Exterior lighting will comply with § 25.812. The non-slip walkway will comply with § 25.810.	Compliant.	
		(i) Floor level exits.	Both floor level exits will comply with § 25.807.	Compliant.	
		(j) Additional emergency exits.	Not applicable. No additional emergency exits are provided in excess of the minimum number of required emergency exits.	Not applicable.	
		(k) Ventral and tailcone exit	Not applicable. There are no ventral or tailcone exits on the CL-600-2E25.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(l) Emergency exit features: (1) Compliance with §25.809(i). (2) Compliance with §25.813(b)(6)(ii).	1) Not applicable. The certification basis of the CL-600-2E25 for §25.809 is at Amdt 25-72, wherein §25.809(i) is non-existent. 2) The CL-600-2E25 complies with the requirement to have handles in each assist space.	(1) Not applicable. (2) Compliant.	
		(m) Distance of 60 feet between adjacent emergency exits.	The greatest distance between any two emergency exits is less than 60 feet.	Not applicable.	
		(n) Portable lights.	Flashlights will be installed at each flight attendant station and will be accessible from the flight attendant seats.	Compliant.	
121.311		Seats, safety belts, and shoulder harnesses. (a)(1) Approved seat.	The aircraft is fitted with the approved type seats. It is the operator's responsibility to ensure that a seat is provided for each person during takeoff and landing including for a person who has reached his second birthday.	Compliant.	
		(a)(2) Approved seat belts.	All seats that may be occupied during take-off and landing will be fitted with an approved seat belt/harness as per §25.785.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Occupancy of approved seat.	---	Operator responsibility	
		(c) Child restraint system.	---	Operator responsibility	
		(d) Sideways facing seats.	No sideways facing seats are fitted in the airplane.	Not applicable.	
		(e) Seat back upright.	---	Operator responsibility	
		(f) Combined safety belts / shoulder harnesses for flight crew seats.	Combined safety belts / shoulder harnesses are provided for each flight crew seat and will comply with §25.785.	Compliant.	
		(g) Flight attendant seats with safety belts / shoulder harnesses.	Flight attendant seats with combined safety belt / shoulder harnesses are provided and will comply with §25.785.	Compliant.	
		(h) Use of combined safety belt/harness.	---	Operator responsibility	
		(i) Securing of safety belt/harness at unoccupied seats.	---	Operator responsibility	
		(j) Requirements under §25.562.	All passenger and flight attendant seats on the airplane comply with the requirements of §25.562.	Compliant.	
121.312	121-330	Materials for compartment interiors.			
		(a) Compliance with §25.853.	All materials used in the aircraft interior will comply with the standards of §25.853 as required.		
		(b) Fire protection of seat cushions.	All seat cushions in the passenger cabin include fire-blocking material in compliance with §25.853.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(c) All interior materials.	All materials used in the aircraft interior will comply with the standards of §25.853 as required.		
		(d) All interior materials: other airplanes.	Not applicable.		
		(e) Thermal/acoustic insulation materials.	All thermal/acoustic insulation materials installed in the fuselage will be certified to meet §25.856 as required.		
121.313	121-334	Miscellaneous equipment.			
		(a) Spare fuses.	Spare fuses are not provided since all resettable circuits are protected by circuit breakers.	Not applicable.	
		(b) Windshield wipers.	A windshield wiper is provided at each pilot station as part of the baseline configuration.	Compliant.	
		(c) Electrical power and distribution.	Power and distribution will comply with §§ 25.1309, 25.1331, 25.1351, 25.1353, 25.1355 and 25.1431 as required.	Compliant.	
		(d) Means for indicating adequate power supply.	Indication of the adequacy of power being supplied to required flight instruments to comply with §25.1331 will be done through EICAS.	Compliant.	
		(e) Two independent static pressure systems.	Three independent static pressure systems are provided as part of the baseline configuration.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f) Lockable flight deck door.	A lockable cockpit door will be installed to conform to §25.772, as part of the baseline configuration.	Compliant.	
		(g) Keys for doors separating compartments.	No such doors are fitted on the airplane since there is only one passenger compartment.	Not applicable.	
		(h) Placards on doors required open.	No doors are installed which require being open during take-off and landing to obtain access to an emergency exit.	Not applicable.	
		(i) Means to unlock doors.	The lavatory is the only compartment accessible to passengers. Means will be provided to enable unlocking the lavatory door from the outside, in accordance with §25.783.	Compliant.	
		(j) Flight deck door requirements.	A reinforced flight deck door will be installed in accordance with §25.795 at Amdt 25-106.	Operator`s responsibility to develop means in the event of flight crew incapacitation.	
		(k) Means to monitor outside of the flight deck door from inside the flight deck.	A viewer (peephole assembly) is incorporated into the flight deck door as part of the baseline configuration. The operator may install other means of monitoring devices.	Operator responsibility	
121.314		Cargo and baggage compartments.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a), (b): Liner requirements	Materials used in the class C cargo / baggage compartments will comply with Part 25 Appendix F. No class D compartments will be installed.	Compliant.	
		(c), (d): Class D compartments requirements.	Not applicable.	Not applicable.	
121.315		Cockpit check procedure. (a), (b): Approved cockpit check procedures.	Cockpit procedures checklists will be provided in the approved Airplane Flight Manual, in the Flight Crew Operating Manual and in the Quick Reference Handbook.	Operator responsibility	
		(c) Use of cockpit check procedures.	Operator's responsibility to ensure that the cockpit check procedures will be performed.	Operator responsibility	
121.316		Fuel tanks.	Fuel tank access covers will comply with §25.963 and form part of the baseline configuration.	Compliant.	
121.317	121-277	Passenger information requirements, smoking prohibitions, and additional seat belt requirements.			
		(a) Information signs.	All passenger information signs will comply with §25.791 and are constructed so that crewmembers can turn them on and off.	Compliant.	
		(b) Usage of "Fasten Seatbelt" sign.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(c) "No Smoking" routes.	---	Operator responsibility	
		(d) Additional seat belt sign.	"Fasten Seat Belt While Seated" signs will be provided on each seat back.	Compliant.	
		(e) Placard for Lavatory Smoke Detector.	A placard will be installed on the lavatory smoke detector that states "Federal Law Prohibits Tampering with Smoke Detection in this Lavatory".	Compliant.	
		(f) Ensuring passengers wear seatbelts.	---	Operator responsibility	
		(g) Enforcement of "No Smoking" rules.	---	Operator responsibility	
		(h) No smoking in lavatory. (i) Tampering of smoke detectors in lavatory.	Placards will be installed in the lavatory to inform passengers that smoking and the tampering of smoke detectors in the lavatory are prohibited.	Operator responsibility	
		(j) Usage of "No Smoking" signs.	---	Operator responsibility	
		(k) Passenger compliance with (f) thru (i).	---	Operator responsibility	
		(l) Nontransport category airplanes.	Not applicable.	Not applicable.	
121.318		Public address system. (a) Independence.	A public address (PA) system independent of the crew interphone system, is installed as part of the baseline configuration.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Equipment approval.	The PA system will be approved in accordance with §21.305, "Approval of materials, parts, processes, and appliances".	Compliant.	
		(c) Accessibility - flight crew.	The PA system will be immediately accessible for use from each flight crew station as per §25.1423.	Compliant.	
		(d) Accessibility - flight attendant.	A microphone will be provided for the two flight attendants located adjacent to the two required front cabin floor level exits.	Compliant.	
		(e) Availability.	The PA system is capable of operation within 10 seconds from the FA positions in accordance with §25.1423.	Compliant.	
		(f) Audibility.	The PA transmissions are audible at all passenger seats, the lavatory and FA seats as per §25.1423.	Compliant.	
		(g) Compliance with §25.1423.	The PA system will comply with §25.1423.	Compliant.	
121.319	121-253	Crewmember interphone system.			
		(a) Independence.	The approved crew interphone system is capable of being operated independently of the PA systems.	Compliant.	
		(b) Approval.	The crew interphone system will be approved in accordance with §21.305 as required.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b)(1) Two-way communication.	The crew interphone system provides two-way communication between the flight compartment and the passenger compartment.	Compliant.	
		(b)(2), (b)(3), (b)(4): Accessibility.	The crew interphone system is accessible from each flight crew station and the FA stations in the passenger compartment. It is also capable of operation within 10 seconds by the FAs.	Compliant.	
		(b)(5)(i): Flight attendant use.	The interphone system is accessible at FA stations wherein the emergency exits are observable from.	Compliant.	
		(b)(5)(ii): Alerting system.	Aural and visual alerting systems are provided.	Compliant.	
		(b)(5)(iii): Determination of call.	Means are provided to notify whether the call is normal or an emergency.	Compliant.	
		(b)(5)(iv): Communication with ground crew.	Two-way communication between either flight crew station and ground personnel is available when the airplane is on the ground. Visible detection from within the airplane can be avoided.	Compliant.	
121.321		[Reserved]	---		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.323	121-281	Instruments and equipment for operations at night.	All equipment listed in this requirement and by cross-reference to §§121.305 to 121.321 will be included in the baseline configuration.	Compliant.	
		(a) Position lights.	Position lights are provided and will comply with §§25.1385 to 25.1389.	Compliant.	
		(b) Anti-collision lights.	Anti-collision lights are provided and will comply with §25.1401.	Compliant.	
		(c) Landing lights.	Landing lights are provided and will comply with §25.1383.	Compliant.	
		(d) Instrument lights.	Instruments lights will comply with §25.1381 and provide enough light to make each required instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes.	Compliant.	
		(e) Airspeed indicating system with heated pitot tube.	An airspeed indicating system with heated pitot tube in order to prevent malfunctioning due to icing is provided as per §25.1323.	Compliant.	
		(f) Sensitive altimeter.	A sensitive altimeter will be provided as per §25.1303.	Compliant.	
121.325	121-281	Instruments and equipment for operations under IFR or over the top.	All equipment listed in this requirement and by cross-reference to §§121.305 to 121.321 will be included in the baseline configuration.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Airspeed indicating system with heated pitot tube.	An airspeed indicating system with heated pitot tube in order to prevent malfunctioning due to icing will be provided as per §25.1323.	Compliant.	
		(b) Sensitive altimeter.	A sensitive altimeter will be provided as per §25.1303.	Compliant.	
		(c) Instrument lights and illumination.	Instrument lights will comply with §25.1381 and provide enough light to make each required instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes.	Compliant.	
121.327		Supplemental oxygen: Reciprocating engine powered airplanes.	Not applicable.	Not applicable.	
121.329		Supplemental oxygen for sustenance: Turbine engine powered airplanes.			
		(a) Supplemental oxygen	Supplemental oxygen systems are provided on the airplane as part of the baseline configuration.	Compliant.	
		(a)(1) Oxygen quantity.	The amount of oxygen provided is sufficient to comply with the requirements of §§ 121.329 (b) and (c).	Compliant.	
		(a)(2), (a)(3), (a)(4): Oxygen required for each operation and route.	Noted.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Supply of crew oxygen.	A crew oxygen system complying with the relevant requirements of §§ 25.1441 to 25.1443 will be provided for the flight attendants, and for the flight crew in the flight compartment.	Compliant.	
		(b)(1), (b)(2), (b)(3): Crew use of oxygen.	Cabin pressure altitude is maintained at a maximum of 8000 feet during all phases of flight.	Operator responsibility	
		(c) Supply of passenger oxygen.	See (c)(1), (c)(2) & (c)(3) below.		
		(c)(1), (c)(2), (c)(3): Use of passenger oxygen.	Cabin pressure altitude is maintained at a maximum of 8000 feet during all phases of flight. The passenger oxygen system is designed only for use during emergency descents to 10 000 feet.	Operator responsibility	
121.331	121-132	Supplemental oxygen requirements for pressurized cabin airplanes: Reciprocating engine powered airplanes.	Not applicable.	Not applicable.	
121.333	121-306	Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins.			
		(a) General.	An oxygen system including dispensing equipment complying with the relevant requirements of §§25.1441 to 25.1453 will be provided.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Crewmembers.	Sufficient crew oxygen content will be provided and will comply with §121.329.	Compliant.	
		(c) Use of oxygen masks by flight crewmembers.	(1) Quick-donning type oxygen masks for flight crewmembers meeting the requirements of §§25.1443 to 25.1453 will be provided. (2), (3): --- (4) The Airplane Flight Manual requires a preflight check of the oxygen equipment. Detailed procedures will be contained in Volume 2 of the Flight Crew Operating Manual (FCOM).	(1) Compliant. (2), (3), (4): Operator responsibility	
		(d) Use of portable oxygen equipment by cabin attendants	The airplane will have sufficient spare outlets and masks distributed throughout the cabin to ensure immediate availability of oxygen to each cabin attendant, regardless of their location in the cabin.	Compliant.	
		(e)(1) Passenger cabin occupants: Descend within four minutes.	Not applicable. The CL-600-2E25 will be certified to operate above FL 250.	Not applicable.	
		(e)(2) Passenger cabin occupants: Cannot descend within four minutes.	The airplane will be equipped with a passenger oxygen system capable of delivering 13 minutes (22 minutes optional) of oxygen according to the pre-defined emergency descent profile.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(e)(3) Passenger cabin occupants: First aid oxygen.	Therapeutic portable oxygen bottles will be provided, the quantity of which will vary depending upon the operator's required configuration.	Compliant.	
		(f) Passenger briefing.	---	Operator responsibility	
121.335		Equipment standards. (a) Reciprocating engine powered airplanes. (b) Turbine engine powered airplanes.	Not applicable. An acceptable minimum rate of oxygen flow complying with 14 CFR 25 will be demonstrated.	Not applicable.	
121.337	121-261	Protective breathing equipment. (a), (b)(1), (b)(3)-(b)(8): Pressurized cabin airplanes.	The appropriate number of protective breathing equipment (PBE), complying with §25.1439, will be provided.	Compliant.	
		(b)(2) Equipment inspection.	The maintenance Planning document, derived from the MSG-3 process will specify a periodic inspection based on the equipment manufacturer's recommendation.	Operator responsibility	
		(b)(9)(i) Fire combatting: PBE for use in galley located in other than passenger, cargo or crew compartment.	Not applicable.	Not applicable.	
		(b)(9)(ii) Fire combatting: PBE on flight deck.	One PBE will be provided in the flight compartment.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b)(9)(iii) Fire combatting: PBE in passenger compartment.	One PBE will be provided for and located within 3 feet of each hand fire extinguisher.	Compliant.	
		(c) Equipment pre-flight.	The crew checklists require a pre-flight check on the PBEs. Detailed procedures will be recorded in Volume 2 of the Flight Crew Operating Manual.	Operator responsibility	
121.339	121-239	Emergency equipment for extended over-water operations.	The airplane is not equipped for Extended Over Water Operations.	Operator responsibility	
121.340	121-251	Emergency flotation means.			
		(a) Life preservers.	Life vests will be provided for the flight crew, flight attendants and observer. Each passenger seat will also be equipped with a life vest.	Operator responsibility	
		(b) Exceptions to (a).	---		
121.341	121-251	Equipment for operations in icing conditions.			
		(a) Equipped and approved for operations in icing conditions.	The airplane will be certificated for operations in icing conditions to comply with §25.1419.	Compliant.	
		(b) Ice inspection lights	Means of illuminating the wing leading edges, complying with §25.1403, will be installed on the aircraft.	Compliant.	
		(c) Non-transport category airplanes.	Not applicable.	Not applicable.	
		(d) Weather reports	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.342		Pitot heat indication systems.	A pitot heat indication system compliant with §25.1326 is provided.	Compliant.	
121.343	121-338	Flight data recorders.	Not applicable to the CL-600-2E25 in accordance with paragraph (m) of this section.	Not applicable.	
121.344	121-338	Digital flight data recorders for transport category airplanes.			
		(a) Effectivity and operational parameters.	A digital flight data recorder (DFDR), recording the parameters of this paragraph will be installed to comply with §25.1459.	Compliant.	
		(b), (c): Turbine-engine-powered transport category airplanes manufactured on or before Oct 11, 1991.	Not applicable.	Not applicable.	
		(d) Turbine-engine-powered transport category airplanes manufactured after Oct 11, 1991.	The DFDR installed in compliance with §25.1459 will record the applicable parameters listed in paragraph (a), as per Part 121 Appendix M.		
		(e) Turbine-engine-powered transport category airplanes manufactured after Aug 18, 2000.	See sub-paragraph (d) above.		
		(f) Turbine-engine-powered transport category airplanes manufactured after Aug 19, 2002.	See sub-paragraph (d) above.		
		(g) Period of operation.	The DFDR operates continuously from the start of the take-off roll up to the completion of the landing roll.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(h) Retention of recorded data.	---	Operator responsibility	
		(i) Accident reporting.	---	Operator responsibility	
		(j) Installation requirements.	A DFDR will be installed to comply with §25.1459.	Compliant.	
		(k) Underwater locator device.	An underwater locator device will be attached to the FDR as per §25.1459.	Compliant.	
		(l) Airplanes manufactured before Aug 18, 1997.	Not applicable.	Not applicable.	
		(m) Compliance with §25.1459(a)(3), (a)(7), and (a)(8).	A DFDR meeting TSO-C124a and compliant with §25.1459, will be part of the basic configuration.	Compliant.	
		(n) Boeing 737 airplanes.	Not applicable.	Not applicable.	
121.344-a	121-338	Digital flight data recorders for 10–19 seat airplanes.	Not applicable.	Not applicable.	
121.345	121-190	Radio equipment.			
		(a) Radio equipment required for the kind of operation conducted.	---	Operator responsibility	
		(b) Radio antenna installations.	---	Operator responsibility	
		(c) ATC Transponder equipment.	Dual Mode ‘S’ ATC transponders meeting TSO C112 standards will be installed on the airplane.	Compliant.	
121.347	121-333	Communication and navigation equipment for operations under VFR over routes navigated by pilotage.	All equipment required for day or night VFR operations over routes navigated by pilotage are part of the baseline configuration.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.349		Communication and navigation equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over the top.			
		(a) Navigation equipment requirements - General.	Two separate and approved VHF navigation systems (VOR / ILS / Marker, dual ADF and dual DME) are installed as part of the baseline design.	Operator responsibility	
		(b) Communication equipment requirements.	Two independent VHF radio communication systems are installed as part of the baseline design.	Operator responsibility	
		(c) Use of a single independent navigation system.	---	Operator responsibility	
		(d) Use of VOR navigation equipment.	The airplane is equipped with a dual DME system. Dual FMS and GPS installations are operator options.	Operator responsibility	
		(e) Additional communication system equipment requirements for operators subject to §121.2.	Not applicable.	Not applicable.	
121.351	121-333	Communication and navigation equipment for extended over-water operations and for certain other operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.353	121-251	Emergency equipment for operations over uninhabited terrain areas: Flag, supplemental, and certain domestic operations.			
		(a) Suitable pyrotechnic signaling devices.	Pyrotechnic signal devices are not provided.	Operator responsibility	
		(b) Emergency locator transmitter.	A satellite capable ELT is provided as part of the baseline configuration.	Compliant.	
		(c) Survival kits.	Survival kits are not provided.	Operator responsibility	
121.354		Terrain awareness and warning system.			
		(a) Airplanes manufactured after March 29, 2002.	TAWS (compliant with TSO C151) will be offered for the CL-600-2E25 as an option. Compliance will be shown during the initial Type Certification.	Compliant.	
		(b) Airplanes manufactured on or before March 29, 2002.	Not applicable.	Not applicable.	
		(c) Airplane Flight Manual.	All the appropriate procedures will be included in the FAA-approved AFM.	Compliant.	
121.355		Equipment for operations on which specialized means of navigation are used.			
		(a) Doppler Radar or Inertial Navigation System.	Not applicable.	Not applicable.	
		(b) Training, maintenance, operations manual.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.356		Collision avoidance system.			
		(a) Turbine-powered airplane of more than 33,000 pounds maximum certificated takeoff weight.	A Traffic Alert Collision Avoidance System (TCAS II / ACAS II) will be installed as part of the baseline configuration together with a Mode S transponder.	Compliant.	
		(b) Passenger or combination cargo/passenger (combi) airplane that has a passenger seat configuration of 10–30 seats.	Not applicable.	Not applicable.	
		(c) Piston-powered airplane of more than 33,000 pounds maximum certificated takeoff weight.	Not applicable.	Not applicable.	
121.357	121-251	Airborne weather radar equipment requirements.			
		(a) Approved equipment.	An approved digital weather radar system will be included in the baseline configuration.	Compliant.	
		(b) [Reserved]	Noted.		
		(c) Equipment operation: Dispatch and enroute failure procedures.	---	Operator responsibility	
		(d) Exceptions.	Noted.		
		(e) Alternate electrical power not required.	Noted.		
121.358		Low-altitude windshear system equipment requirements.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Airplanes manufactured after January 2, 1991.	A windshear detection and guidance system will be included in the baseline configuration.	Compliant.	
		(b) Airplanes manufactured before January 3, 1991.	Not applicable.	Not applicable.	
		(c) Extension of the compliance date.	Noted.		
		(d) Definitions.	Noted.		
121.359		Cockpit voice recorders.			
		(a) Requirements.	A solid-state cockpit voice recorder (CVR) will be included in the basic configuration. Operation will be continuous, from the start of the use of the checklist (before starting engines), to completion of the final checklist at the termination of the flight.	Compliant.	
		(b) [Reserved]	Noted.		
		(c) Application standards.	The CVR will comply with the requirements of Part 25. The CVR container is bright orange and includes an underwater locater device (ULD), which is a battery-operated beacon to facilitate underwater locating.	Compliant.	
		(d) Seating configuration of 10-19 seats.	Not applicable.	Not applicable.	
		(e) Seating configuration of 20-30 seats.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f) Erasure feature.	At least the last 30 minutes of CVR recording is retained.	Compliant.	
		(g) Audio signals received by a boom or mask microphone.	Uninterrupted signals received by the boom or mask microphone will be recorded in accordance with §25.1457(c)(5).	Compliant.	
		(h) Procedures in the event of accident.	---	Operator responsibility	
		(i) Requirements for all turbine engine-powered airplanes manufactured before April 7, 2010, to be met by April 7, 2012.	Noted.		
		(j) Requirements for all turbine engine-powered airplanes manufactured on or after April 7, 2010.	Noted.		
		(k) Recording of datalink messages for datalink equipment installed on or after April 7, 2010.	Noted.		
121.360	121-273	Ground proximity warning-glide slope deviation alerting system.	This section expired on March 29, 2005 (see paragraph (g) of this section).	Not applicable.	
Subpart L – Maintenance, Preventive Maintenance, and Alterations					
121.361		Applicability	Noted.		
121.363	121-106	Responsibility for airworthiness.	---	Operator responsibility	
121.365	121-3	Maintenance, preventive maintenance, and alteration organization.	---	Operator responsibility	
121.367	121-100	Maintenance, preventive maintenance, and alterations program.	---	Operator responsibility	
121.368		[Reserved]	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.369	121-106	Manual requirements. (a) Certification holders organization chart.	--- A Maintenance Requirements Manual (MRM) derived from the MSG-3 process and an Aircraft Maintenance Manual (AMM) will be provided with each airplane. (1) Routine and non-routine maintenance, preventive maintenance, and alterations are all covered in the AMM. (2) Mandatory inspections will be covered as Airworthiness Limitations in Part II of the AMM. (3)-(6): Methods, limits, standards and procedures for required inspections / reinspections as well as the acceptance and rejection criteria will be provided in the AMM.	Operator responsibility Operator responsibility	
		(b)(7) to (b)(9): Management / administration of the maintenance program and personnel. (c) Preservation and retrieval of information.	--- ---	Operator responsibility Operator responsibility	
121.370-121.370a		[Reserved]	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.371		Required inspection personnel.	---	Operator responsibility	
121.373	121-253	Continuing analysis and surveillance.	---	Operator responsibility	
121.374	121-339	Continuous airworthiness maintenance program (CAMP) for two-engine ETOPS.	The CL-600-2E25 is not being certified for ETOPS at this time.	Not applicable.	
121.375		Maintenance and preventive maintenance training program.	---	Operator responsibility	
121.378	121-286	Certificate requirements.	---	Operator responsibility	
121.379		Authority to perform and approve maintenance, preventive maintenance, and alterations.	---	Operator responsibility	
121.380	121-321	Maintenance recording requirements.	---	Operator responsibility	
121.380a		Transfer of maintenance records.	---	Operator responsibility	
Subpart M – Airman and Crewmember Requirements					
121.381		Applicability	Noted.		
121.383	121-344	Airman: Limitations on use of services.	---	Operator responsibility	
121.385	121-256	Composition of flight crew.	---	Operator responsibility	
121.387		Flight engineer.	Not applicable.	Not applicable.	
121.389	121-178	Flight navigator and specialized navigation equipment.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.391	121-251	Flight attendants.	(a) The airplane will be equipped with three flight attendant stations. (b) When showing compliance to §121.291, an actual demonstration does not need to be conducted because the Cl-600-2E25 will be shown, during certification, to be in compliance with §25.803.	Operator responsibility	
121.393		Crewmember requirements at stops where passengers remain on board.	---	Operator responsibility	
121.395		Aircraft dispatcher: Domestic and flag operations.	---	Operator responsibility	
121.397		Emergency and emergency evacuation duties.	---	Operator responsibility	
Subpart N – Training Program					
121.400	121-259	Applicability and terms used.	Noted.		
121.401	121-316	Training program: General.	---	Operator responsibility	
121.402	121-263	Training program: Special rules.	---	Operator responsibility	
121.403		Training program: Curriculum.	---	Operator responsibility	
121.404		Compliance dates: Crew and dispatcher resource management training.	---	Operator responsibility	
121.405	121-253	Training program and revision: Initial and final approval.	---	Operator responsibility	
121.406		Credit for previous CRM/DRM training.	---	Operator responsibility	
121.407	121-199	Training program: Approval of airplane simulators and other training devices.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.409	121-264	Training courses using airplane simulators and other training devices.	---	Operator responsibility	
121.411	121-344	Qualifications: Check airmen (airplane) and check airmen (simulator).	---	Operator responsibility	
121.412	121-344	Qualifications: Flight instructors (airplane) and flight instructors (simulator).	---	Operator responsibility	
121.413	121-264	Initial and transition training and checking requirements: Check airmen (airplane); check airmen (simulator).	---	Operator responsibility	
121.414		Initial and transition training and checking requirements: flight instructors (airplane), flight instructors (simulator).	---	Operator responsibility	
121.415	121-329	Crewmember and dispatcher training requirements.	---	Operator responsibility	
121.417		Crewmember emergency training.	---	Operator responsibility	
121.418		Differences training: Crewmembers and dispatchers.	---	Operator responsibility	
121.419	121-333	Pilots and flight engineers: Initial, transition, and upgrade ground training.	---	Operator responsibility	
121.420		Flight navigators: Initial and transition ground training.	---	Operator responsibility	
121.421	121-250	Flight attendants: Initial and transition ground training.	---	Operator responsibility	
121.422	121-250	Aircraft dispatchers: Initial and transition ground training.	---	Operator responsibility	
121.424	121-199	Pilots: Initial, transition, and upgrade flight training.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.425	121-144	Flight engineers: Initial and transition flight training.	Not applicable.	Not applicable.	
121.426		Flight navigators: Initial and transition flight training.	---	Operator responsibility	
121.427	121-281	Recurrent training.	---	Operator responsibility	
121.429		[Reserved]	Noted.		
Subpart O – Crewmember Qualifications					
121.431	121-263	Applicability.	Noted.		
121.432	121-130	General	Noted		
121.433	121-199	Training required.	---	Operator responsibility	
121.434	121-248	Operating experience, operating cycles, and consolidation of knowledge and skills.	---	Operator responsibility	
121.437	121-262	Pilot qualification: Certificates required.	---	Operator responsibility	
121.438		Pilot operating limitations and pairing requirements.	---	Operator responsibility	
121.439	121-179	Pilot qualification: Recent experience.	---	Operator responsibility	
121.440	121-344	Line checks.	---	Operator responsibility	
121.441	121-263	Proficiency checks.	---	Operator responsibility	
121.443	121-159	Pilot in command qualification: Route and airports.	---	Operator responsibility	
121.445		Pilot in command airport qualification: Special areas and airports.	---	Operator responsibility	
121.447		[Reserved]	Noted.		
121.453		Flight engineer qualifications.	---	Operator responsibility	
121.455-121.459		[Reserved]	Noted.		
Subpart P – Aircraft Dispatcher Qualifications and Duty Time					
***Limitations:* Domestic and Flag Operations; Flight Attendant Duty Period Limitations and Rest Requirements: Domestic, Flag, and Supplemental Operations**					
121.461		Applicability.	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.463	121-251	Aircraft dispatcher qualifications.	---	Operator responsibility	
121.465		Aircraft dispatcher duty time limitations: Domestic and flag operations.	---	Operator responsibility	
121.467	121-253	Flight attendant duty period limitations and rest requirements: Domestic, flag, and supplemental operations.	---	Operator responsibility	
Subpart Q – Flight Time Limitations and Rest Requirements: Domestic Operations					
121.470		Applicability.	Noted.		
121.471	121-253	Flight time limitations and rest requirements: All flight crewmembers.			
Subpart R – Flight Time Limitations: Flag Operations					
121.480		Applicability.	Noted.		
121.481	121-253	Flight time limitations: One or two pilot crews.	---	Operator responsibility	
121.483	121-253	Flight time limitations: Two pilots and one additional flight crewmember.	---	Operator responsibility	
121.485	121-253	Flight time limitations: Three or more pilots and an additional flight crewmember.	---	Operator responsibility	
121.487	121-137	Flight time limitations: Pilots not regularly assigned.	---	Operator responsibility	
121.489		Flight time limitations: Other commercial flying.	---	Operator responsibility	
121.491		Flight time limitations: Deadhead transportation.	---	Operator responsibility	
121.493		Flight time limitations: Flight engineers and flight navigators.	---	Operator responsibility	
Subpart S – Flight Time Limitations: Supplemental Operations					
121.500		Applicability.	Noted.		
121.503	121-253	Flight time limitations: Pilots: airplanes.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.505	121-253	Flight time limitations: Two pilot crews: airplanes.	---	Operator responsibility	
121.507	121-253	Flight time limitations: Three pilot crews: airplanes.	---	Operator responsibility	
121.509	121-253	Flight time limitations: Four pilot crews: airplanes.	---	Operator responsibility	
121.511		Flight time limitations: Flight engineers: airplanes.	---	Operator responsibility	
121.513	121-253	Flight time limitations: Overseas and international operations: airplanes.	---	Operator responsibility	
121.515		Flight time limitations: All airmen: airplanes.	---	Operator responsibility	
121.517		Flight time limitations: Other commercial flying: airplanes.	---	Operator responsibility	
121.519		Flight time limitations: Deadhead transportation: airplanes.	---	Operator responsibility	
121.521	121-253	Flight time limitations: Crew of two pilots and one additional airman as required.	---	Operator responsibility	
121.523	121-253	Flight time limitations: Crew of three or more pilots and additional airman as required.	---	Operator responsibility	
121.525		Flight time limitations: Pilot serving in more than one kind of flight crew.	---	Operator responsibility	
Subpart T – Flight Operations					
121.531		Applicability.	Noted.		
121.533	121-253	Responsibility for operational control: Domestic operations.	---	Operator responsibility	
121.535	121-253	Responsibility for operational control: Flag operations.	---	Operator responsibility	
121.537	121-253	Responsibility for operational control: Supplemental operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.538		Airplane security.	---	Operator responsibility	
121.539		Operations notices.	---	Operator responsibility	
121.541		Operations schedules: Domestic and flag operations.	---	Operator responsibility	
121.542		Flight crewmember duties.	---	Operator responsibility	
121.543	121-179	Flight crewmembers at controls.	---	Operator responsibility	
121.545	121-144	Manipulation of controls.	---	Operator responsibility	
121.547	121-298	Admission to flight deck.	---	Operator responsibility	
121.548		Aviation safety inspector’s credentials: Admission to pilot’s compartment.	---	Operator responsibility	
121.548a		DOD Commercial Air Carrier Evaluator's Credential.	---	Operator responsibility	
121.549		Flying equipment.	---	Operator responsibility	
121.550	121-253	Secret Service Agents: Admission to flight deck.	---	Operator responsibility	
121.551		Restriction or suspension of operation: Domestic and flag operations.	---	Operator responsibility	
121.553		Restriction or suspension of operation: Supplemental operations.	---	Operator responsibility	
121.555	121-253	Compliance with approved routes and limitations: Domestic and flag operations.	---	Operator responsibility	
121.557	121-253	Emergencies: Domestic and flag operations.	---	Operator responsibility	
121.559	121-333	Emergencies: Supplemental operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.561	121-333	Reporting potentially hazardous meteorological conditions and irregularities of ground facilities or navigation aids.	---	Operator responsibility	
121.563	121-179	Reporting mechanical irregularities.	---	Operator responsibility	
121.565	121-333	Engine inoperative; Landing reporting.	(a), (c), (d): --- (b): Not applicable.	Operator responsibility	
121.567		Instrument approach procedures and IFR landing minimums.	---	Operator responsibility	
121.569	121-253	Instrument interchange: Domestic and flag operations.	---	Operator responsibility	
121.570		Airplane evacuation capability.	(a) Not applicable. Automatically deployable emergency evacuation assisting means are not required on the CL-600-2E25. (b) Operator responsibility.	Operator responsibility	
121.571		Briefing passengers before takeoff.	---	Operator responsibility	
121.573	121-146	Briefing passengers: Extended overwater operations.	---	Operator responsibility	
121.574	121-159	Oxygen for medical use by passengers.	---	Operator responsibility	
121.575	121-275	Alcoholic beverages.	---	Operator responsibility	
121.576		Retention of items of mass in passenger and crew compartments.	Provisions are installed for the retention of galley equipment, serving cart, and crew / passenger baggage.	Operator responsibility	
121.577		Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.578	121-251	Cabin ozone concentration.	The CL-600-2E25 will fulfill 14 CFR 25.832 requirements with regards to cabin and cockpit ozone concentrations, within the flight restrictions as defined in the approved AFM.	Operator responsibility	
121.579	121-333	Minimum altitudes for use of autopilot.	The AFM will outline the required conditions for the use of the autopilot system.	Operator responsibility	
121.580		Prohibition on interference with crewmembers.	---	Operator responsibility	
121.581	121-288	Observer's seat: En route inspections. (a), (b): Requirements. (c) Airplanes with not more than 30 passemgers.	A forward observer seat will be installed as part of the basic configuration. All required observer functions could be achieved from this position. Not applicable.	Compliant. Not applicable.	
121.582	121-334	Means to discreetly notify a flightcrew.	---	Operator responsibility	
121.583	121-298	Carriage of persons without compliance with the passenger-carrying requirements of this part.	---	Operator responsibility	
121.584	121-334	Requirement to view the area outside the flightdeck door.	---	Operator responsibility	
121.585	121-253	Exit seating.	---	Operator responsibility	
121.586	121-253	Authority to refuse transportation.	---	Operator responsibility	
121.587		Closing and locking of flightcrew compartment door.	---	Operator responsibility	
121.589	121-251	Carry-on baggage.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Control of carry-on baggage.	---	Operator responsibility	
		(b) Verification that carry-on baggage is correctly stowed.	---	Operator responsibility	
		(c) Stowage of baggage before take-off and landing.	Closets and baggage stowage will be placarded for its maximum weight. Proper restraint for all baggages stowed within will be provided. There are no provisions for the carriage of cargo in the passenger compartment other than the overhead bins.	Operator responsibility	
		(d) Overhead racks.	Overhead racks (bins) will be fitted with retaining doors as part of the basic configuration.	Compliant	
		(e) Passenger compliance with crew instructions.	---	Operator responsibility	
		(f) Baggage stowed under passenger seat.	Basic passenger seats design incorporates baggage restraints that comply with § 25.561.	Operator responsibility to ensure correct stowage.	
		(g) Flexible travel canes.	---	Operator responsibility	
121.590	121-304	Use of certificated land airports in the United States.	---	Operator responsibility	
Subpart U – Dispatching and Flight Release Rules					
121.591		Applicability.	Noted.		
121.593		Dispatching authority: Domestic operations.	---	Operator responsibility	
121.595		Dispatching authority: Flag operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.597	121-3	Flight release authority: Supplemental operations.	---	Operator responsibility	
121.599	121-253	Familiarity with weather conditions.	---	Operator responsibility	
121.601	121-253	Aircraft dispatcher information to pilot in command: Domestic and flag operations.	---	Operator responsibility	
121.603		Facilities and services: Supplemental operations.	---	Operator responsibility	
121.605		Airplane equipment.	---	Operator responsibility	
121.607	121-253	Communication and navigation facillities: Domestic and flag operations.	---	Operator responsibility	
121.609		Communication and navigation facillities: Supplemental operations.	---	Operator responsibility	
121.611		Dispatch or flight release under VFR.	---	Operator responsibility	
121.613	121-33	Dispatch or flight release under IFR or over the top.	---	Operator responsibility	
121.615	121-253	Dispatch or flight release over water: Flag and supplemental operations.	---	Operator responsibility	
121.617		Alternate airport for departure.	---	Operator responsibility	
121.619	121-159	Alternate airport for destination: IFR or over-the-top: Domestic operations.	---	Operator responsibility	
121.621	121-253	Alternate airport for destination: Flag operations.	---	Operator responsibility	
121.623	121-253	Alternate airport for destination: IFR or over-thetop: Supplemental operations.	---	Operator responsibility	
121.624		ETOPS Alternate Airports.	---	Operator responsibility	
121.625		Alternate Airport weather minima.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.627	121-253	Continuing flight in unsafe conditions.	---	Operator responsibility	
121.628	121-253	Inoperable instruments and equipment.	The CL-600-2E25 will have an approved MMEL. It is the operator's responsibility to have their MEL approved by their local authority.	Operator responsibility	
121.629	121-253	Operation in icing conditions.	The CL-600-2E25 will be approved for operations in icing conditions. The AFM and the FCOM will contain the procedures for use of the anti-icing system and cold weather operations in general.	Operator responsibility	
121.631	121-329	Original dispatch or flight release, redispatch or amendment of dispatch or flight release.	---	Operator responsibility	
121.633		Considering time-limited systems in planning ETOPS alternates.	The CL-600-2E25 is not being certified for ETOPS at this time.	Not applicable.	
121.635		Dispatch to and from refueling or provisional airports: Domestic and flag operations.	---	Operator responsibility	
121.637	121-253	Takeoffs from unlisted and alternate airports: Domestic and flag operations.	---	Operator responsibility	
121.639	121-251	Fuel supply: All domestic operations.	---	Operator responsibility	
121.641		Fuel supply: Nonturbine and turbo-propeller-powered airplanes: Flag operations.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.643	121-251	Fuel supply: Nonturbine and turbo-propeller-powered airplanes: Supplemental operations.	Not applicable.	Not applicable.	
121.645	121-253	Fuel supply: Turbine-engine-powered airplanes, other than turbo propeller: Flag and supplemental operations.	---	Operator responsibility	
121.646		En-route fuel supply: flag and supplemental operations.	---	Operator responsibility	
121.647		Factors for computing fuel required.	---	Operator responsibility	
121.649	121-226	Takeoff and landing weather minimums: VFR: Domestic operations.	---	Operator responsibility	
121.651	121-333	Takeoff and landing weather minimums: IFR: All certificate holders.	---	Operator responsibility	
121.652	121-333	Landing weather minimums: IFR: All certificate holders	---	Operator responsibility	
121.653		[Reserved]	Noted.		
121.655		Applicability of reported weather minimums.	---	Operator responsibility	
121.657	121-253	Flight altitude rules.	---	Operator responsibility	
121.659		Initial approach altitude: Domestic and supplemental operations.	---	Operator responsibility	
121.661		Initial approach altitude: Flag operations.	---	Operator responsibility	
121.663		Responsibility for dispatch release: Domestic and flag operations.	---	Operator responsibility	
121.665		Load manifest.	---	Operator responsibility	
121.667	121-206	Flight plan: VFR and IFR: Supplemental operations.	---	Operator responsibility	
Subpart V – Records and Reports					
121.681		Applicability.	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.683	121-253	Crewmember and dispatcher record.	---	Operator responsibility	
121.685		Aircraft record: Domestic and flag operations.	---	Operator responsibility	
121.687	121-329	Dispatch release: Flag and domestic operations.	---	Operator responsibility	
121.689	121-329	Flight release form: Supplemental operations.	---	Operator responsibility	
121.691		[Reserved]	Noted.		
121.693	121-253	Load manifest: All certificate holders.	The data on maximum allowable weights will be included in the FAA- approved AFM.	Operator responsibility	
121.695	121-253	Disposition of load manifest, dispatch release, and flight plans: Domestic and flag operations.	---	Operator responsibility	
121.697	121-253	Disposition of load manifest, flight release, and flight plans: Supplemental operations.			
121.698-121.699		[Reserved]	Noted.		
121.701		Maintenance log: Aircraft	---	Operator responsibility	
121.703	121-319	Service difficulty reports.	---	Operator responsibility	
121.705	121-319	Mechanical interruption summary report.	---	Operator responsibility	
121.707		Alteration and repair reports.	---	Operator responsibility	
121.709	121-286	Airworthiness release or aircraft log entry.	---	Operator responsibility	
121.711		Communication records: Domestic and flag operations.	---	Operator responsibility	
121.713	121-262	Retention of contracts and amendments: Commercial operators who conduct intrastate operations for compensation or hire.	---	Operator responsibility	
Subpart W – Crewmember Certificate: International					
121.721		Applicability.	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.723		Surrender of international crewmember certificate.	---	Operator responsibility	
Subpart X – Emergency Medical Equipment and Training					
121.801		Applicability.	Noted.		
121.803		Emergency medical equipment.	---	Operator responsibility	
121.805		Crewmember training for in-flight medical events.	---	Operator responsibility	
Subpart Y – Advanced Qualification Program					
121.901		Purpose and eligibility.	Noted.		
121.903		General requirements for Advanced Qualification Programs.	---	Operator responsibility	
121.905		Confidential commercial information.	---	Operator responsibility	
121.907		Definitions.	---	Operator responsibility	
121.909		Approval of Advanced Qualification Program.	---	Operator responsibility	
121.911		Indoctrination curriculum.	---	Operator responsibility	
121.913		Qualification curriculum.	---	Operator responsibility	
121.915		Continuing qualification curriculum.	---	Operator responsibility	
121.917		Other requirements.	---	Operator responsibility	
121.919		Certification.	---	Operator responsibility	
121.921		Training devices and simulators.	---	Operator responsibility	
121.923		Approval of training, qualification, or evaluation by a person who provides training by arrangement.	---	Operator responsibility	
121.925		Recordkeeping requirements.	---	Operator responsibility	
Subpart Z – Hazardous Materials Training Program					
121.1001		Applicability and definitions.	Noted.		
121.1003		Hazardous materials training: General.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
121.1005		Hazardous materials training required.	---	Operator responsibility	
121.1007		Hazardous materials training records.	---	Operator responsibility	
Subpart AA – Continued Airworthiness and Safety Improvements					
121.1101		Purpose and definition.	Noted.		
121.1103		[Reserved]	Noted.		
121.1105	121-336	Aging airplane inspections and records reviews.	Not applicable to the CL-600-2E25.	Not applicable.	
121.1107	121-336	Repairs assessment for pressurized fuselages.	Not applicable to the CL-600-2E25.	Not applicable.	
121.1109	121-337	Supplemental inspections.	---	Operator responsibility	
121.1111		Electrical wiring interconnection systems (EWIS) maintenance program.	The proposed CL-600-2E25 EWIS maintenance program has been established based on the CL-600-2D15/-2D24 EWIS program as applicable, with new tasks created for the significant systems differences.	Compliant. Operator responsibility	
121.1113		Fuel tank system maintenance program.	Applicable inspections, procedures, and limitations for fuel tanks systems, in compliance with §25.1529 will be included in the AMM and the MRM applicable to the CL-600-2E25.	Operator responsibility	
121.1117	121-345	Flammability reduction means.	---	Operator responsibility	
App A-P			Not Applicable	Operator responsibility	
Subpart BB [Reserved]					
121.1200-121.1399 [Reserved]					
Subpart CC [Reserved]					
121.1400-121.1499 [Reserved]					

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Part 125 – Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons on Board Such Aircraft					
Subpart A – General					
125.1	125-53	Applicability.	Noted.		
125.3	125-56	Deviation authority.	---	Operator responsibility	
125.5	125-1A	Operating certificate and operations specifications required.	---	Operator responsibility	
125.7		Display of certificate.	---	Operator responsibility	
125.9		Definitions.	---	Operator responsibility	
125.11	125-9	Certificate eligibility and prohibited operations.	---	Operator responsibility	
Subpart B – Certification Rules and Miscellaneous Requirements					
125.21		Application for operating certificate.	---	Operator responsibility	
125.23	125-12	Rules applicable to operations subject to this part.	---	Operator responsibility	
125.25		Management personnel required.	---	Operator responsibility	
125.27		Issue of certificate.	---	Operator responsibility	
125.29		Duration of certificate.	---	Operator responsibility	
125.31		Contents of certificate and operations specifications.	An AFM and FCOM that contain the appropriate data will be provided with each airplane.	Operator responsibility	
125.33		Operations specifications not a part of certificate.	---	Operator responsibility	
125.35	125-13	Amendment of operations specifications.	---	Operator responsibility	
125.37	125-21	Duty Period Limitations	---	Operator responsibility	
125.39	125-12	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.41		Availability of certificate and operations specifications.	---	Operator responsibility	
125.43		Use of operations specifications.	---	Operator responsibility	
125.45		Inspection authority.	---	Operator responsibility	
125.47		Change of address.	---	Operator responsibility	
125.49		Airport requirements.	---	Operator responsibility	
125.51		En route navigation facilities.	---	Operator responsibility	
125. 53		Flight locating requirements.	---	Operator responsibility	
Subpart C – Manual Requirements					
125.71	125-28	Preparation.	Noted.		
125.73		Contents			
		(a) Authorized personnel.	---	Operator responsibility	
		(b) Procedures (Weight and Balance).	An AFM and FCOM that contain the appropriate data will be provided with each airplane.	Operator responsibility	
		(c) Operations specifications.	---	Operator responsibility	
		(d) Procedures for accident notification.	---	Operator responsibility	
		(e) Airworthiness inspections.			
		(f) Reporting/Recording of mechanical irregularities.	---	Operator responsibility	
		(g) Determination of correction or deferral of mechanical irregularities.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(h) Procedures to obtain maintenance/servicing outside of operator's base.	---	Operator responsibility	
		(i) Procedures for the release for, or continuation of, flight in case of inoperative items.	The CL-600-2E25 will have an approved MMEL. It is the operator's responsibility to have their MEL approved by their local authority.	Operator responsibility	
		(j) Refueling procedures	---	Operator responsibility	
		(k) Passenger briefing.	The applicable placards and lighted passenger information signs will comply with §25.791.	Operator responsibility	
		(l) Flight locating procedures.	---	Operator responsibility	
		(m) Compliance with emergency procedures.	---	Operator responsibility	
		(n) Inspection program	---	Operator responsibility	
		(o) Hazardous materials recognition.	---	Operator responsibility	
		(p) Evacuation procedures.	---	Operator responsibility	
		(q) Test administrator.	---	Operator responsibility	
		(r) Other operational procedures and policy instructions.	---	Operator responsibility	
125.75		Airplane flight manual	An FAA-approved Airplane Flight Manual complying with 14 CFR 25.1581 will be provided with each airplane.	Operator responsibility	
Subpart D – Airplane Requirements					

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.91		Airplane requirements: General.	Issuance of a Certificate of Airworthiness will be requested. Compliance with the applicable airworthiness standards will be demonstrated.	Operator responsibility	
125.93		Airplane limitations.	The Type Design configuration is not certified for ditching.	Operator responsibility	
Subpart E – Special Airworthiness Requirements					
125.111		General. (a) Airplane meets the requirements of §§125.113 through 125.181. (b) Airplane used in cargo service. (c) This section does not apply to any airplane certificated under — (1) Part 4b of the Civil Air Regulations in effect after October 31, 1946; (2) Part 25 of this chapter; or (3) Special Civil Air Regulation 422, 422A, or 422B.	Not applicable (see sub-paragraph (c) below). Not applicable. As per §125.111(c)(2), this section is not applicable to the CL-600-2E25.	Not applicable. Not applicable. Not applicable.	
125.113 through 125.181		Various special airworthiness requirements.	Not applicable.	Not applicable.	
125.183		Carriage of cargo in passenger compartments.	Only overhead bins are approved for installation in the passenger cabin, in which only carry-on baggage is allowed.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.185		Carriage of cargo in cargo compartments.	Not applicable. There are no cargo compartments in the airplane, which allow access to the crew during flight.	Not applicable.	
125.187		Landing gear: Aural warning device.	The landing gear aural warning device is fully compliant with these requirements.	Compliant.	
125.189		Demonstration of emergency evacuation procedures. (a) Procedure. (b) to (d): Certificate holder demonstration.	 An actual demonstration does not need to be conducted. Compliance with §25.803 will be shown during the CL-600-2E25 type certification. ---	 Compliant. Operator responsibility	
Subpart F – Instrument and Equipment Requirements					
125.201		Inoperable instruments and equipment.	The CL-600-2E25 will have an approved MMEL. It is the operator's responsibility to have their MEL approved by their local authority.	Operator responsibility	
125.203		Communication and navigation equipment. (a) Communication equipment - general.	 Two independent two-way VHF radio communication systems are installed as part of the basic design.	 Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Navigation equipment for operations over the top.	Two separate and approved VHF navigation systems (VOR/ILS/Marker, dual ADF and dual DME) are installed as part of the baseline design.	Compliant.	
		(c) Communication and navigation equipment for IFR or extended over-water operations-General.	The airplane is not equipped for extended over-water operations.	Operator responsibility	
		(d) Use of a single independent navigation system for operations under IFR - not for extended overwater operations.	---	Operator responsibility	
		(e) Use of VOR navigation equipment.	The airplane is equipped with a dual DME system. Dual FMS and GPS installations are operator options.	Operator responsibility	
		(f) Extended over-water operations.	---	Operator responsibility	
125.204		Portable electronic devices.	---	Operator responsibility	
125.205		Equipment requirements: Airplanes under IFR.	All equipment specified for IFR operation is part of the basic configuration.	Compliant.	
125.206		Pitot heat indication systems.	A pitot heat indication system compliant with §25.1326 is provided.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.207	125-22	Emergency equipment requirements.			
		(a) Emergency equipment.	(1) The required number of clearly identified first aid kits, will be part of the basic configuration.	Compliant.	
			(2) One crash axe is installed in the flight compartment lower bulkhead as part of the baseline design.	Compliant.	
			(3) The required signs, in compliance with §25.791 will be installed in each passenger service unit (PSU), lavatories and main entrance area.	Compliant.	
			(4) The airplane is equipped with the additional emergency equipment compliant with appendix A of this part.	Compliant.	
		(b) Megaphones.	The required number of portable battery-powered megaphones is part of the basic configuration.	Compliant.	
125.209	125-20	Emergency equipment: Extended overwater operations.	The airplane is not equipped for extended over-water operations.	Operator responsibility	
125.211	125-51	Seat and safety belts.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a)(1) Approved seat.	The aircraft is fitted with the approved type seats. It is the operator's responsibility to ensure that a seat is provided for each person during takeoff and landing including for a person who has reached his second birthday.	Compliant.	
		(a)(2) Approved seat belts.	All seats that may be occupied during take-off and landing will be fitted with an approved seat belt/harness as per §25.785.	Compliant. Operator responsibility to impose safety belts usage.	
		(b) Occupancy of approved seat.	---	Operator responsibility	
		(c) Child restraint system.	---	Operator responsibility	
		(d) Sideways facing seats.	No sideways facing seats are fitted in the airplane.	Not applicable.	
		(e) Seat back upright.	---	Operator responsibility	
		(f) Shoulder harness usage.	---	Operator responsibility	
125.213		Miscellaneous equipment.			
		(a) Spare fuses.	Spare fuses are not provided since all resettable circuits are protected by circuit breakers.	Not applicable.	
		(b) Windshield wipers.	A windshield wiper is provided at each pilot station as part of the baseline configuration.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(c) Electrical power supply and distribution.	Power and distribution will comply with §§ 25.1309, 25.1331, 25.1351, 25.1353, 25.1355 and 25.1431 as required.	Compliant.	
		(d) Means for indicating adequate power supply.	Indication of the adequacy of power being supplied to required flight instruments to comply with §25.1331 will be done through EICAS.	Compliant.	
		(e) Two independent static pressure systems.	Three independent static pressure systems are provided as part of the baseline configuration.	Compliant.	
		(f) Placard on each door required open.	No doors are installed which require being open during take-off and landing to obtain access to an emergency exit.	Not applicable.	
		(g) Means for unlocking doors accessible to passengers.	The lavatory is the only compartment accessible to passengers. Means will be provided to enable unlocking the lavatory door from the outside, in accordance with §25.783.	Compliant.	
125.215		Operating information required. (a)(1) & (a)(2): Cockpit checklist.	Appropriate checklists will be provided in the Airplane Flight Manual, Flight Crew Operating Manual and Quick Reference Handbook.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a)(3) & (a)(4): Pertinent aeronautical / navigational charts.	---	Operator responsibility	
		(a)(5) One engine inoperative climb performance data	This data will be provided through the Computerized AFM (CAFM).	Operator responsibility	
		(b) & (c) Cockpit checklist contents.	The Airplane Flight Manual, Flight Crew Operating Manual and Quick Reference Handbook will contain the required checklists and provided to each operator.	Operator responsibility	
125.217		Passenger information.			
		(a) No smoking and seat belts signs.	The required ordinance signs, in compliance with § 25.791 will be installed in each passenger service unit (PSU), lavatories and main entrance area.	Operator responsibility	
		(b) No smoking allowed while "No Smoking" signs lighted	---	Operator responsibility	
		(c) & (d): Passenger compliance with signs and instructions.	---	Operator responsibility	
125.219		Oxygen for medical use by passengers.	---	Operator responsibility	
125.221	125-18	Icing conditions: Operating limitations.	The CL-600-2E25 will be approved for operations in icing conditions. The AFM and the FCOM will contain the operating limitations, the procedures for use of the anti-icing system and cold weather operations in general.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.223		Airborne weather radar equipment requirements. (a) Approved equipment. (b) Equipment in satisfactory operating condition. (c) Equipment operation: Dispatch and enroute failure procedures. (d) Exceptions. (e) Alternate electrical power not required.	An approved digital weather radar system will be included in the baseline configuration. --- --- Noted. Noted.	Compliant. Operator responsibility Operator responsibility	
125.224		Collision avoidance system.			
		(a) Turbine-powered airplane of more than 33,000 pounds maximum certificated takeoff weight.	A Traffic Alert Collision Avoidance System (TCAS II / ACAS II) will be installed as part of the baseline configuration together with a Mode S transponder.	Compliant.	
		(b) Piston-powered airplane.	Not applicable.	Not applicable.	
125.225	125-54	Flight data recorders.	Not applicable to the CL-600-2E25 in accordance with paragraph (j) of this section.	Not applicable.	
125.226	125-54	Digital flight data recorders. (a) Effectivity and operational parameters.	A digital flight data recorder (DFDR), recording the parameters of this paragraph will be installed to comply with §25.1459.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b), (c): Turbine-engine-powered transport category airplanes manufactured on or before Oct 11, 1991.	Not applicable.	Not applicable.	
		(d) Turbine-engine-powered transport category airplanes manufactured after Oct 11, 1991.	The DFDR installed in compliance with §25.1459 will record the applicable parameters listed in paragraph (a), as per Part 125 Appendix E.		
		(e) Turbine-engine-powered transport category airplanes manufactured after Aug 18, 2000.	See sub-paragraph (d) above.		
		(f) Turbine-engine-powered transport category airplanes manufactured after Aug 19, 2002.	See sub-paragraph (d) above.		
		(g) Period of operation.	The DFDR operates continuously from the start of the take-off roll up to the completion of the landing roll.	Compliant.	
		(h) Retention of recorded data.	---	Operator responsibility	
		(i) Accident reporting.	---	Operator responsibility	
		(j) Installation requirements.	A DFDR will be installed to comply with §25.1459.	Compliant.	
		(k) Underwater locator device.	An underwater locator device will be attached to the FDR as per §25.1459.	Compliant.	
		(l) Airplanes manufactured before Aug 18, 1997.	Not applicable.	Not applicable.	
		(m) Compliance with §25.1459(a)(3), (a)(7), and (a)(8).	A DFDR meeting TSO-C124a and compliant with §25.1459, will be part of the basic configuration.	Compliant.	
		(n) Boeing 737 airplanes.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.227	125-54	Cockpit voice recorders.			
		(a) Requirements.	A solid-state cockpit voice recorder (CVR) will be included in the basic configuration. Operation will be continuous, from the start of the use of the checklist (before starting engines), to completion of the final checklist at the termination of the flight.	Compliant.	
		(b) Completion of CVR installations.	---	Operator responsibility	
		(c) Application standards.	The CVR will comply with the requirements of Part 25. The CVR container is bright orange and includes an underwater locater device (ULD), which is a battery-operated beacon to facilitate underwater locating.	Compliant.	
		(d) Erasure feature.	At least the last 30 minutes of CVR recording is retained.	Compliant.	
		(e) Audio signals received by a boom or mask microphone.	Uninterrupted signals received by the boom or mask microphone will be recorded in accordance with §25.1457(c)(5).	Compliant.	
		(f) Procedures in the event of accident.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(g) Requirements for all turbine engine-powered airplanes manufactured before April 7, 2010, to be met by April 7, 2012.	Noted.		
		(h) Requirements for all turbine engine-powered airplanes manufactured on or after April 7, 2010.	Noted.		
		(i) Recording of datalink messages for datalink equipment installed installed on or after April 7, 2012.	Noted.		
Subpart G – Maintenance					
125.241		Applicability.	Noted.		
125.243		Certificate holder's responsibilities.	---	Operator responsibility	
125.245		Organization required to perform maintenance, preventive maintenance, and alteration.	---	Operator responsibility	
125.247	125-2	Inspection programs and maintenance.	FAA-approved inspection and maintenance programs will be covered in the Maintenance Requirements Manual (MRM) provided to each operator.	Operator responsibility	
125.248		[Reserved]	Noted.		
125.249		Maintenance manual requirements.	A Maintenance Requirements Manual (MRM) derived from the MSG-3 process and an Aircraft Maintenance Manual (AMM) will be provided with each airplane.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.251		Required inspection personnel.	---	Operator responsibility	
Subpart H – Airman and Crewmember Requirements					
125.261		Airman: Limitations on use of services.	---	Operator responsibility	
125.263		Composition of flightcrew.	---	Operator responsibility	
125.265		Flight engineer requirements.	Not applicable.	Not applicable.	
125.267		Flight navigator and long-range navigation equipment.	Two separate and approved VHF navigation systems (VOR/ILS/Marker, dual ADF and dual DME) are installed as part of the baseline design. Dual FMS and GPS installations are operator options.	Operator responsibility	
125.269		Flight attendants. (a), (b): Number of flight attendants. (c) Location of flight attendants.	Provisions are for two or three flight attendants, depending upon the operator's seating configuration. The flight attendant is located next to the required floor level exit.	Compliant. Compliant.	
125.271		Emergency and emergency evacuation duties.	---	Operator responsibility	
Subpart I – Flight Crewmember Requirements					
125.281		Pilot-in-command qualifications.	---	Operator responsibility	
125.283		Second-in-command qualifications.	---	Operator responsibility	
125.285	125-27	Pilot qualifications: Recent experience.	---	Operator responsibility	
125.287	125-18	Initial and recurrent pilot testing requirements.	A FAA-approved pilot training program will be offered to the customer before airplane delivery.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.289		Initial and recurrent flight attendant crewmember testing requirements.	A FAA-approved flight attendant training program will be offered to the customer before airplane delivery.	Operator responsibility	
125.291		Pilot in command: Instrument proficiency check requirements.	---	Operator responsibility	
125.293		Crewmember: Tests and checks, grace provisions, accepted standards.	---	Operator responsibility	
125.295		Check airman authorization: Application and issue.	---	Operator responsibility	
125.296		Training, testing, and checking conducted by training centers: Special rules.	---	Operator responsibility	
125.297	125-27	Approval of flight simulators and flight training devices.	FAA-approved flight simulators and training devices will be provided for training, testing and checking purposes.	Operator responsibility	
Subpart J – Flight Operations					
125.311		Flight crewmembers at controls.	---	Operator responsibility	
125.313		Manipulation of controls when carrying passengers.	---	Operator responsibility	
125.315		Admission to flight deck.	---	Operator responsibility	
125.317		Inspector's credentials: Admission to pilots' compartment: Forward observer's seat.	A forward observer seat will be installed as part of the basic configuration.	Operator responsibility	
125.319		Emergencies.	---	Operator responsibility	
125.321		Reporting potentially hazardous meteorological conditions and irregularities of ground and navigation facilities.	---	Operator responsibility	
125.323		Reporting mechanical irregularities.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.325		Instrument approach procedures and IFR landing minimums.	---	Operator responsibility	
125.327	125-17	Briefing of passengers before flight.	The applicable placards and lighted passenger information signs are part of the basic configuration. Printed cards are also provided to the operator.	Operator responsibility	
125.328		Prohibition on crew interference.	---	Operator responsibility	
125.329	125-29	Minimum altitudes for use of autopilot.	The AFM will outline the required conditions for the use of the autopilot system.	Operator responsibility	
125.331		Carriage of persons without compliance with the passenger-carrying provisions of this part.	---	Operator responsibility	
125.333		Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.	---	Operator responsibility	
Subpart K – Flight Release Rules					
125.351		Flight release authority.	---	Operator responsibility	
125.353		Facilities and services.	---	Operator responsibility	
125.355		Airplane equipment.	---	Operator responsibility	
125.357		Communication and navigation facilities.	---	Operator responsibility	
125.359		Flight release under VFR.	---	Operator responsibility	
125.361		Flight release under IFR or over-the-top.	---	Operator responsibility	
125.363		Flight release over water.	The airplane is not equipped for Extended Over Water Operations.	Operator responsibility	
125.365		Alternate airport for departure.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.367		Alternate airport for destination: IFR or over-the-top.	---	Operator responsibility	
125.369		Alternate airport weather minimums.	---	Operator responsibility	
125.371		Continuing flight in unsafe conditions.	---	Operator responsibility	
125.373		Original flight release or amendment of flight release.	---	Operator responsibility	
125.375		Fuel supply: Nonturbine and turbopropeller-powered airplanes.	Not applicable.	Not applicable.	
125.377		Fuel supply: Turbine-engine-powered airplanes other than turbopropeller.	---	Operator responsibility	
125.379	125-52	Landing weather minimums: IFR.	---	Operator responsibility	
125.381	125-52	Takeoff and landing weather minimums: IFR.	---	Operator responsibility	
125.383		Load manifest.	---	Operator responsibility	
Subpart L – Records and Reports					
125.401		Crewmember record.	---	Operator responsibility	
125.403		Flight release form.	---	Operator responsibility	
125.405		Disposition of load manifest, flight release, and flight plans.	---	Operator responsibility	
125.407		Maintenance log: Airplanes.	---	Operator responsibility	
125.409		Service difficulty reports.	---	Operator responsibility	
125.411		Airworthiness release or maintenance record entry.	---	Operator responsibility	
Subpart M – Continued Airworthiness and Safety Improvements					
125.501		Purpose and definition.	Noted.		
125.503		[Reserved]	Noted.		
125.505	125-53	Repairs assessment for pressurized fuselages.	Not applicable to the CL-600-2E25.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
125.507		Fuel tank system inspection program.	Applicable inspections, procedures, and limitations for fuel tanks systems, in compliance with §25.1529 will be included in the AMM and the MRM applicable to the CL-600-2E25.	Operator responsibility	
125.509	125-57	Flammability reduction means.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Part 135 - Operating Requirements: Commuter and on Demand Operations and Rules Governing Persons on Board Such Aircraft					
Subpart A – General					
135. 1		Applicability.	Noted.		
135. 2	135-66	Compliance schedule for operators that transition to part 121 of this chapter; certain new entrant operators.	---	Operator responsibility	
135. 3	135-65	Rules applicable to operations subject to this part.	---	Operator responsibility	
135.4		Applicability of rules for eligible on-demand operations.	---	Operator responsibility	
135. 7	135-58	Applicability of rules to unauthorized operators.	Not applicable.	Not applicable.	
135. 12		Previously trained crewmembers.	---	Operator responsibility	
135. 19		Emergency operations.	---	Operator responsibility	
135. 21	135-66	Manual requirements.	---	Operator responsibility	
135. 23	135-101	Manual contents.	--- Note: An approved Weight and Balance Manual is provided with each airplane.	Operator responsibility	
135. 25	135-66	Aircraft requirements. Registration and airworthiness certificate; Aircraft usage; Aircraft usage/duration; Operation in common carriage.	The airplane is delivered with all the appropriate documentation.	Operator responsibility	
135. 41		Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	---	Operator responsibility	
135. 43		Crewmember certificates: International operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Subpart B – Flight Operations					
135. 61		General	Noted		
135. 63	135-52	Record keeping requirements.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.64	135-66	Retention of contracts and amendments: Commercial operators who conduct intrastate operations for compensation or hire.	---	Operator responsibility	
135.65		Reporting mechanical irregularities.	---	Operator responsibility	
135.67	135-110	Reporting potentially hazardous meteorological conditions and irregularities of communications or navigation aids.	---	Operator responsibility	
135.69		Restriction or suspension of operations: Continuation of flight in an emergency.	---	Operator responsibility	
135.71	135-32	Airworthiness check.	---	Operator responsibility	
135.73		Inspections and tests.	---	Operator responsibility	
135.75		Inspectors credentials: admission to pilots' compartment: Forward observer's seat.	A forward observer seat will be installed as part of the basic configuration.	Operator responsibility	
135.76		DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilots compartment: Forward observer's seat.	---	Operator responsibility	
135.77		Responsibility for operational control.	---	Operator responsibility	
135.78		Instrument approach procedures and IFR landing minimums.	---	Operator responsibility	
135.79	135-110	Flight locating requirements.	---	Operator responsibility	
135.81		Informing personnel of operational information and appropriate changes.	--- Note: Installed-equipment manuals and FAA-approved Airplane Flight Manual are provided .	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.83		Operating information required. (a)(1) & (a)(2): Cockpit checklist. (a)(3) & (a)(4): Pertinent aeronautical / navigational charts. (a)(5) One engine inoperative climb performance data (b) & (c) Cockpit checklist contents.	Appropriate checklists will be provided in the Airplane Flight Manual (AFM), the Flight Crew Operating Manual (FCOM) and the Quick Reference Handbook (QRH). --- This data will be provided through the Computerized AFM (CAFM). The checklists contained within the AFM, FCOM and QRH will include the required procedures.	Operator responsibility Operator responsibility Operator responsibility Operator responsibility	
135.85	135-88	Carriage of persons without compliance with the passenger-carrying provisions of this part.	---	Operator responsibility	
135.87		Carriage of cargo including carry-on baggage.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a), (b): Approved cargo rack, bin or compartment and securing means.	Approved Class C cargo compartments, complying with §§ 25.855 to 25.858 will be part of the basic configuration. One cargo bay is located aft of the passenger cabin and the other cargo compartment is located under the forward cabin area. Approved overhead bins with doors, complying with §25.787 will also be part of the basic design.	Operator responsibility	
		(c) Carriage of cargo – Requirements.	---	Operator responsibility	
		(d) Stowage of baggage under passenger seats.	Basic passenger seats design incorporates baggage restraints that comply with § 25.561.		
		(e) Accessibility of compartments for fire extinguishing.	The cargo compartments' fire extinguishing systems do not require physical entry of a crewmember.	Not applicable.	
135.89		Pilot requirements: Use of oxygen. (a) Unpressurized aircraft.	Not applicable.	Not applicable.	
		(b) Pressurized aircraft.	Cabin pressure altitude is maintained at 8000 feet during all phases of flight.	Operator responsibility	
135.91	135-60	Oxygen for medical use by passengers.	---	Operator responsibility	
135.93	135-68	Autopilot: Minimum altitudes for use.	The FAA-approved AFM will outline the required conditions for the use of the autopilot system.	Operator responsibility	
135.95		Airmen: Limitations on	---	Operator	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		use of services.		responsibility	
135.97		Aircraft and facilities for recent flight experience.	---	Operator responsibility	
135.98	135-112	Operations in the North Polar Area.	---	Operator responsibility	
135.99		Composition of flight crew.	The FAA-approved AFM specifies a minimum of two flight crewmembers: pilot and copilot.	Operator responsibility	
135.100		Flight crewmember duties.	---	Operator responsibility	
135.101		Second in command required under IFR.	---	Operator responsibility	
135.103		[Reserved]	Noted.		
135.105	135-58	Exception to second in command requirement: Approval for use of autopilot system.	---	Operator responsibility	
135.107		Flight attendant crewmember requirement.	---	Operator responsibility	
135.109		Pilot in command or second in command: Designation required.	---	Operator responsibility	
135.111		Second in command required in Category II operations.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.113		Passenger occupancy of pilot seat.	---	Operator responsibility	
135.115		Manipulation of controls.	---	Operator responsibility	
135.117	135-44	Briefing of passengers before flight.	---	Operator responsibility	
135.119		Prohibition against carriage of weapons.	---	Operator responsibility	
135.120	135-73	Prohibition on interference with crewmembers.	---	Operator responsibility	
135.121		Alcoholic beverages.	---	Operator responsibility	
135.122		Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing.	---	Operator responsibility	
135.123		Emergency and emergency evacuation duties.	---	Operator responsibility	
135.125		Aircraft security.	---	Operator responsibility	
135.127	135-76	Passenger information requirements and smoking prohibitions.	---	Operator responsibility	
135.128	135-106	Use of safety belts and child restraining systems.	---	Operator responsibility	
135.129	135-60	Exit seating.	---	Operator responsibility	
Subpart C – Aircraft and Equipment					
135.141		Applicability	Noted.		
135.143	135-22	General requirements (a) Meeting applicable regulations.	Noted.	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Approved / operable instruments and equipment. (c) ATC transponder performance and environmental conditions.	All required instruments and equipment approved and included as part of the basic configuration. Two mode "S" transponders (with ATC modes A & C), conforming to TSO-C112 are included as part of the baseline configuration.	Compliant. Compliant.	
135.144		Portable electronic devices.	---	Operator responsibility	
135.145		Aircraft proving and validation tests.	---	Operator responsibility	
135.147		Dual controls required.	The airplane is produced with dual flight controls under Part 25.	Compliant	
135.149	135-38	Equipment requirements: General. (a) Altimeter. (b) Carburetor deicing. (c) Third artificial horizon. (d) [Reserved] (e) Any other equipment that may be required.	A sensitive altimeter will be provided as per §25.1303. Not applicable. The third gyroscopic bank-and-pitch indicator will be replaced by an equivalent electronic integrated standby instrument (ISI). Noted. Noted.	Compliant. Not applicable. Compliant.	
135.150		Public address and crewmember interphone systems.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a)(1) Public address system: Independence.	A public address (PA) system independent of the crew interphone system, is installed as part of the baseline configuration.	Compliant.	
		(a)(2) Public address system: Equipment approval.	The PA system will be approved in accordance with §21.305.	Compliant.	
		(a)(3) Public address system: Accessibility - flight crew.	The PA system will be immediately accessible for use from each flight crew station as per §25.1423.	Compliant.	
		(a)(4) Public address system: Accessibility - flight attendant.	A PA microphone will be provided for the two flight attendants located adjacent to the two required front cabin floor level exits.	Compliant.	
		(a)(5) Public address system: Availability.	The PA system is capable of operation within 10 seconds from the FA positions in accordance with §25.1423.	Compliant.	
		(a)(6) Public address system: Audibility.	The PA transmissions are audible at all passenger seats, the lavatory and FA seats as per §25.1423.	Compliant.	
		(a)(7) Public address system: Compliance with §25.1423.	The PA system will comply with §25.1423.	Compliant.	
		(b)(1) Crewmember interphone system: Independence.	The approved crew interphone system is capable of being operated independently of the PA systems.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b)(2) Crewmember interphone system: Approval.	The crew interphone system will be approved in accordance with §21.305, as required.	Compliant.	
		(b)(3) Crewmember interphone system: Two-way communication.	The crew interphone system provides two-way communication between the flight compartment and the passenger compartment.	Compliant.	
		(b)(4), (b)(5), (b)(6): Crewmember interphone system: Accessibility.	The crew interphone system is accessible from each flight crew station and the FA stations in the passenger compartment. It is also capable of operation within 10 seconds by the FAs.	Compliant.	
		(b)(7)(i): Crewmember interphone system: Flight attendant use.	The interphone system is accessible at FA stations wherein the emergency exits are observable from.	Compliant.	
		(b)(7)(ii): Crewmember interphone system: Alerting system.	Aural and visual alerting systems are provided.	Compliant.	
		(b)(7)(iii): Crewmember interphone system: Determination of call.	Means are provided to notify whether the call is normal or an emergency.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b)(7)(iv): Crewmember interphone system: Communication with ground crew.	Two-way communication between either flight crew station and ground personnel is available when the airplane is on the ground. Visible detection from within the airplane can be avoided.	Compliant.	
135.151	135-113	Cockpit voice recorders. (a), (b): Requirement applicability.	An approved soild state cockpit voice recorder, compliant with the appropriate sub-paragraphs of § 25.1457 will be included in the baseline configuration.	Compliant.	
		(c) Accident reporting.	---	Operator responsibility	
		(d) Audio signals received by a boom or mask microphone.	Uninterrupted signals received by the boom or mask microphone will be recorded in accordance with §25.1457(c)(5).	Compliant.	
		(e) Erasure feature.	At least the last 30 minutes of CVR recording is retained.	Compliant.	
		(f) Requirements for all turbine engine-powered airplanes manufactured before April 7, 2010, to be met by April 7, 2012.	Noted.		
		(g) Requirements for all turbine engine-powered airplanes manufactured on or after April 7, 2010.	Noted.		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(h) Recording of datalink messages for datalink equipment installed installed on or after April 7, 2010.	Noted.		
135.152	135-113	Flight recorders.			
		(a) Multi-engine turbine-engine powered aircraft with 10 to 19 passenger seats.	Not applicable.	Not applicable.	
		(b) Multi-engine turbine-engine powered aircraft with 20 to 30 passenger seats.	Not applicable.	Not applicable.	
		(c) Continuous operation requirements.	The installed Digital Flight Data Recorder (DFDR) operates continuously from the start of the take-off roll up to the end of the landing roll.	Compliant.	
		(d) Retention of recorded data.	---	Operator responsibility	
		(e) Keeping of recorded information after an accident.	---	Operator responsibility	
		(f) Installation requirements.	The DFDR is installed in compliance with the appropriate sub-paragraphs of §25.1459.	Compliant.	
		(g) Recorder underwater locating.	An underwater locator device (ULD) will be attached to the DFDR as per §25.1459.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(h) Operational parameters.	The DFDR installed in compliance with §25.1459 will record the applicable parameters listed in this paragraph as per Part 135 Appendix F.	Compliant.	
		(i) Parameters for turbine-engine powered airplanes having 10 to 30 passenger seats and manufactured after August 18, 2000.	Not applicable.	Not applicable.	
		(j) Parameters for turbine-engine powered airplanes having 10 to 30 passenger seats and manufactured after August 19, 2000.	Not applicable.	Not applicable.	
		(k) Exception to requirements for other types of aircraft.	Not applicable to the CL-600-2E25.	Not applicable.	
		(l) Requirements for all aircraft manufactured before April 7, 2010, to be met by April 7, 2012.	Noted.		
		(m) Requirements for all aircraft manufactured on or after April 7, 2010.	Noted.		
135.153	135-75	Ground proximity warning system.	This section expired on March 29, 2005 (see para (f) of this section).	Not applicable.	
135.154		Terrain awareness and warning system.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Airplanes manufactured after March 29, 2002.	TAWS (compliant with TSO C151) will be offered for the CL-600-2E25 as an option. Compliance will be shown during the initial Type Certification.	Compliant.	
		(b) Airplanes manufactured on or before March 29, 2002.	Not applicable.	Not applicable.	
		(c) Airplane Flight Manual.	All the appropriate procedures will be included in the FAA-approved AFM.	Compliant.	
135.155		Fire extinguishers: Passenger-carrying aircraft.	All fire extinguishers are of an approved type.	Compliant.	
		(a) Type and quantity of extinguishing agent.	The extinguishing agents are suitable for the kind of fires likely to occur in the compartment where the fire extinguishers are to be used.	Compliant.	
		(b) Flight crew compartment.	One Halon extinguisher will be located on the flight deck for use by the flight crew.	Compliant.	
		(c) Passenger compartment.	Three (3) Halon fire extinguishers will be located in the passenger compartment.	Compliant.	
135.157		Oxygen equipment requirements.			
		(a) Unpressurized aircraft.	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Pressurized aircraft: Supplemental passenger oxygen requirement when a descent is necessary if cabin pressurization is lost. (c) Equipment requirements.	Supplemental oxygen will be available for 13 min (22 min optional) after activation. The airplane will be able to descend from 41000 to 14000 feet within 4 min. Indication of flight crew oxygen supply and use of undiluted oxygen is part of the flight crew oxygen system's basic design.	Compliant. Compliant.	
135.158	135-33	Pitot heat indication systems.	A pitot heat indication system compliant with §25.1326 is provided.	Compliant.	
135.159	135-38	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions.	All equipment required by this section, compliant with §25.1303, is provided as part of the baseline configuration. Note: The third gyroscopic bank-and-pitch indicator will be replaced by an equivalent electronic integrated standby instrument (ISI).	Compliant.	
135.161		Communication and navigation equipment for aircraft operations under VFR over routes navigated by pilotage.	All radio and navigation equipment required for day or night VFR operations over routes navigated by pilotage are part of the baseline configuration.	Operator responsibility	
135.163	135-72	Equipment requirements: Aircraft carrying passengers under IFR.	All equipment and applicable requirements of this section are provided as part of the baseline configuration.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
			For sub-section (e), the alternate source of static pressure is covered by equivalent means, in that the alternate pitot tube and static ports supply pressure inputs to the electronic ISI.		
135.165		Communication and navigation equipment: Extended over-water or IFR operations. (a) Aircraft navigation equipment requirements - General.	Two separate and approved VHF navigation systems (VOR / ILS / Marker, dual ADF and dual DME) are installed as part of the baseline design.	Operator responsibility	
		(b) Use of a single independent navigation system.	---	Operator responsibility	
		(c) VOR navigation equipment.	The airplane is equipped with a dual DME system. Dual FMS and GPS installations are operator options.	Operator responsibility	
		(d) Airplane communication equipment requirements.	Two independent VHF radio communication systems are installed as part of the baseline design.	Operator responsibility	
		(e) IFR or extended over-water communications equipment requirements.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f) Additional aircraft communication equipment requirements.	Individual pilot / copilot speakers, microphones and headset jacks are provided as part of the baseline design.	Headsets are the responsibility of the operator.	
		(g) Extended over-water exceptions.	Not applicable.	Not applicable.	
135.167	135-49	Emergency equipment: Extended overwater operation.	The airplane is not equipped for Extended Over Water Operations.	Operator responsibility	
135.168		[Reserved]	Noted.		
135.169	135-55	Additional airworthiness requirements.			
		(a) Requirements for large airplanes.	Additional airworthiness requirements as per the applicable sub-sections of §§121.213 to 121.283 and 121.307 are included as part of the baseline design.	Compliant.	
		(b) Reciprocating engine or turbopropeller-powered small airplane.	Not applicable.	Not applicable.	
		(c) Small airplanes of 10 seats or more.	Not applicable.	Not applicable.	
		(d) Cargo or baggage compartments.	Materials used in the class C cargo / baggage compartments will comply with Part 25 Appendix F.		
135.170	135-103	Materials for compartment interiors.	Addressed during initial Type Certification.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.171		Shoulder harness installation at flight crewmember stations.	(a) The two approved flight crew safety belts will be fitted with approved shoulder harnesses in compliance with § 25.785, as part of the basic configuration. (b) Usage is operator's responsibility.	(a) Compliant. Operator responsibility	
135.173	135-60	Airborne thunderstorm detection equipment requirements. (a) Approved equipment. (b) Helicopter operations. (c) Flights under IFR or night VFR conditions. (d) Equipment failure enroute. (e) Exceptions. (f) Alternate electrical power not required.	An approved digital weather radar system will be included as part of the baseline configuration. Not applicable. --- --- Noted. Noted.	Compliant. Not applicable. Operator responsibility Operator responsibility	
135.175		Airborne weather radar equipment requirements. (a) Approved equipment. (b) Flights under IFR or night VFR conditions. (c) Equipment failure enroute. (d) Exceptions.	An approved digital weather radar system will be included as part of the baseline configuration. --- --- Noted.	Compliant. Operator responsibility Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(e) Alternate electrical power not required.	Noted.		
135.177	121-281	Emergency equipment requirements for aircraft having a passenger seating configuration of more than 19 passengers.			
		(a) Equipment requirements.	The required emergency equipment, in accordance with § 25.807, 25.811, 25.812 and 25.813, will be part of the basic configuration.	Compliant.	
		(a)(1) First aid kits.	The required number of clearly identified first aid kits, will be part of the basic configuration.	Operator responsibility.	
		(a)(2) Crash axe accessibility.	One crash axe that is inaccessible to passengers is installed in the flight compartment lower bulkhead as part of the basic configuration.	Compliant.	
		(a)(3) “No Smoking” and seat belts signs.	The required ordinance signs, in compliance with § 25.791 will be installed in each passenger service unit (PSU), lavatories and main entrance area.	Compliant.	
		(b) Equipment inspections.	---	Operator responsibility.	
135.178		Additional emergency equipment.			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(a) Means for emergency evacuation.	No floor level exit is more than 6 feet above ground. The escape hatch in the flight compartment is equipped with an escape rope.	Compliant.	
		(b) Interior emergency exit marking.	All emergency exits, their corresponding means of access and opening, will be conspicuously marked. All locating signs will comply with § 25.811.	Compliant.	
		(c) Lighting for interior emergency exit markings.	The airplane's emergency lighting system will comply with § 25.812.	Compliant.	
		(d) Emergency light operation.			
		(e)(1) Emergency exit operating handles: Application for the type certificate filed prior to May 1, 1972.	Not applicable.	Not applicable.	
		(e)(2) Emergency exit operating handles: Application for the type certificate filed on or after May 1, 1972.	The location of emergency exit operating handles and instructions for opening the exit will be shown to be in accordance with the requirements under which the airplane will be type certificated.	Monitoring of the operating handles and cover luminescence decrease is the responsibility of the operator.	
		(f)(1) Emergency exit access: Passageway.	Passageways leading to Type I exits are at least 20 inches wide and unobstructed. No Type II exits will be provided on the CL-600-2E25.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(f)(2) Emergency exit access: Space next to exit.	Space next to the Type I exit will be provided to enable a crewmember to assist in the evacuation of passengers without reducing the passageway as per § 25.813.	Compliant.	
		(f)(3) Emergency exit access: Access from main aisle.	The Type III exits are accessible from the main aisle and unobstructed by seats, berths or other protrusions that would reduce the effectiveness of the exits. Complies with § 25.813.	Compliant.	
		(f)(4) Emergency exit access: Passageway between passenger compartments.	Not applicable.	Not applicable.	
		(f)(5) Emergency exit access: Door in partition between passenger compartments.	Not applicable.	Not applicable.	
		(f)(6) Emergency exit access: Door between passenger seat and emergency exit.	Not applicable.	Not applicable.	
		(g) Exterior exit markings.	All exterior markings will comply with § 25.811.	Compliant.	
		(h) Exterior emergency lighting and escape route.	Exterior lighting will comply with § 25.812. The non-slip walkway will comply with § 25.810.	Compliant.	
		(i) Floor level exits.	Both floor level exits will comply with § 25.807.	Compliant.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(j) Additional emergency exits.	Not applicable. No additional emergency exits are provided in excess of the minimum number of required emergency exits.	Not applicable.	
		(k) Ventral and tailcone exit	Not applicable. There are no ventral or tailcone exits on the CL-600-2E25.	Not applicable.	
		(l) Portable lights.	Flashlights will be installed at each flight attendant station and will be accessible from the flight attendant seats.	Compliant.	
135.179	135-91	Inoperable instruments and equipment.	An approved MMEL will be provided for each delivered airplane.	Operator responsibility	
135.180	135-54	Traffic Alert and Collision Avoidance System.	A Traffic Alert and Collision Avoidance System (TCAS II/ACAS II) is provided in the production airplane.	Compliant	
135.181	135-70	Performance requirements: Aircraft operated over-the-top or in IFR conditions.	---	Operator responsibility	
135.183		Performance requirements: Land aircraft operated over water.	---	Operator responsibility	
135.185		Empty weight and center of gravity: Currency requirement.	---	Operator responsibility	
Subpart D – VFR/IFR Operating Limitations and Weather Requirements					
135.201		Applicability.	Noted.		
135.203		VFR: Minimum altitudes.	---	Operator responsibility	
135.205	135-41	VFR: Visibility requirements.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.207		VFR Helicopter surface reference requirements.	Not applicable.	Not applicable.	
135.209		VFR: Fuel supply.	---	Operator responsibility	
135.211	135-32	VFR: Over-the-top carrying passengers: Operating limitations.	---	Operator responsibility	
135.213	135-60	Weather reports and forecasts.	---	Operator responsibility	
135.215		IFR: Operating limitations.	---	Operator responsibility	
135.217		IFR: Takeoff limitations.	---	Operator responsibility	
135.219		IFR: Destination airport weather minimums.	---	Operator responsibility	
135.221		IFR: Alternate airport weather minimums.	---	Operator responsibility	
135.223	135-20	IFR: Alternate airport requirements.	---	Operator responsibility	
135.225	135-110	IFR: Takeoff, approach and landing minimums.	---	Operator responsibility	
135.227	135-60	Icing conditions: Operating limitations.	The CL-600-2E25 will be approved for operations in icing conditions to comply with §25.1419. The AFM and the FCOM will contain the limitations and procedures for use of the anti-icing system and cold weather operations in general.	Compliant.	
135.229		Airport requirements	---	Operator responsibility	
Subpart E – Flight Crewmember Requirements					
135.241	135-57	Applicability.	Noted.		
135.243	135-58	Pilot in command qualifications.	---	Operator responsibility	
135.244	135-58	Operating experience.	---	Operator responsibility	
135.245		Second in command qualifications.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.247	135-91	Pilot qualifications: Recent experience.	---	Operator responsibility	
135.249-135.255		[Reserved]	Noted.		
Subpart F – Crewmember Flight Time and Duty Period Limitations and Rest Requirements					
135.261	135-52	Applicability.	Noted.		
135.263		Flight time limitations and rest requirements: All certificate holders.	---	Operator responsibility	
135.265		Flight time limitations and rest requirements: Scheduled operations.	---	Operator responsibility	
135.267	135-60	Flight time limitations and rest requirements: Unscheduled one- and two-pilot crews.	---	Operator responsibility	
135.269		Flight Time Limitations and Rest Requirements: Unscheduled three- and four- pilot crews.	---	Operator responsibility	
135.271		Helicopter hospital emergency medical evacuation service (HEMES).	Not applicable.	Not applicable.	
135.273	135-60	Duty period limitations and rest time requirements.	---	Operator responsibility	
Subpart G – Crewmember Testing Requirements					
135.291	135-91	Applicability.	Noted.		
135.293	135-27	Initial and recurrent pilot testing requirements.	---	Operator responsibility	
135.295		Initial and recurrent flight attendant crewmember testing requirements.	---	Operator responsibility	
135.297	135-15	Pilot in command: Instrument proficiency check requirements.	---	Operator responsibility	
135.299		Pilot in command: Line checks: Routes and airports.	---	Operator responsibility	
135.301		Crewmember: Tests and checks, grace provisions, training to accepted standards.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
Subpart H – Training					
135.321	135-91	Applicability and terms used.	Noted.		
135.323	135-101	Training program: General.	---	Operator responsibility	
135.324	135-91	Training program: Special rules.	---	Operator responsibility	
135.325		Training program and revision: Initial and final approval.	---	Operator responsibility	
135.327		Training program: Curriculum.	---	Operator responsibility	
135.329		Crewmember training requirements.	---	Operator responsibility	
135.331		Crewmember emergency training.	---	Operator responsibility	
135.335	135-1	Approval of aircraft simulators and other training devices.	---	Operator responsibility	
135.337		Qualifications: Check airmen (aircraft) and check airmen (simulator).	---	Operator responsibility	
135.338		Qualifications: Flight instructors (aircraft) and flight instructors (simulator).	---	Operator responsibility	
135.339		Initial and transition training and checking: Check airmen (aircraft), check airmen (simulator).	---	Operator responsibility	
135.340		Initial and transition training and checking: Flight instructors (aircraft), flight instructors (simulator).	---	Operator responsibility	
135.341	135-18	Pilot and flight attendant crewmember training programs.	---	Operator responsibility	
135.343	135-18	Crewmember initial and recurrent training requirements.	---	Operator responsibility	
135.345	135-112	Pilots: Initial, transition, and upgrade ground	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		training.			
135.347		Pilots: Initial, transition, upgrade, and differences flight training.	---	Operator responsibility	
135.349		Flight attendants: Initial and transition ground training.	---	Operator responsibility	
135.351	135-46	Recurrent training.	---	Operator responsibility	
135.353		[Reserved]	Noted.		
Subpart I – Airplane Performance Operating Limitations					
135.361		Applicability.	Noted.		
135.363	135-21	General. (a), (c), (d), (e): Requirements for other airplane types. (b) Turbine-engine-powered airplane requirements. (f) Performance data to comply with §§135.365 to 135.387. (h), (i): Allowable deviations to specifications. (j) Commuter category airplane to comply with §135.398.	Not applicable. The airplane will show compliance with the applicable provisions of §§135.379 to 135.387. The performance data provided, using the Computerized AFM (CAFM), will be used to show compliance with §§135.365 to 135.387. --- Not applicable.	Not applicable. Operator responsibility Operator responsibility Operator responsibility Not applicable.	
135.364		Maximum flying time outside the United States.	---	Operator responsibility	
135.365		Large transport category airplanes: Reciprocating engine powered: Weight limitations.	Not applicable.	Not applicable.	
135.367		Large transport category airplanes: Reciprocating engine powered: Takeoff	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		limitations.			
135.369		Large transport category airplanes: Reciprocating engine powered: En route limitations: All engines operating.	Not applicable.	Not applicable.	
135.371	135-110	Large transport category airplanes: Reciprocating engine powered: En route limitations: One engine inoperative.	Not applicable.	Not applicable.	
135.373		Part 25 transport category airplanes with four or more engines: Reciprocating engine powered: En route limitations: Two engines inoperative.	Not applicable.	Not applicable.	
135.375		Large transport category airplanes: Reciprocating engine powered: Landing limitations: Destination airports.	Not applicable.	Not applicable.	
135.377		Large transport category airplanes: Reciprocating engine powered: Landing limitations: Alternate airports.	Not applicable.	Not applicable.	
135.379	135-71	Large transport category airplanes: Turbine engine powered: Takeoff limitations.	The required takeoff performance data is calculated using the CAFM. It is the operator's responsibility to comply with AFM takeoff limits.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
135.381	135-110	Large transport category airplanes: Turbine engine powered: En route limitations: One engine inoperative.	The required one-engine inoperative net flight path data is calculated using the CAFM.	Operator responsibility to determine the applicability of	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
				and comply with CAFM-derived performance data.	
135.383		Large transport category airplanes: Turbine engine powered: En route limitations: Two engines inoperative.	Not applicable.	Not applicable.	
135.385	135-91	Large transport category airplanes: Turbine engine powered: Landing limitations: Destination airports.	The required landing performance data is calculated using the CAFM.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
135.387		Large transport category airplanes: Turbine engine powered: Landing limitations: Alternate airports.	The required landing performance data is calculated using the CAFM.	Operator responsibility to determine the applicability of and comply with CAFM-derived performance data.	
135.389		Large nontransport category airplanes: Takeoff limitations.	Not applicable	Not applicable.	
135.391		Large nontransport category airplanes: En route limitations: One engine inoperative.	Not applicable.	Not applicable.	
135.393		Large nontransport category airplanes: Landing limitations: Destination airports.	Not applicable.	Not applicable.	
135.395		Large nontransport category airplanes:	Not applicable.	Not applicable.	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		Landing limitations: Alternate airports.			
135.397		Small transport category airplane performance operating limitations.	Not applicable.	Not applicable.	
135.398		Commuter category airplanes performance operating limitations.	Not applicable.	Not applicable.	
135.399		Small nontransport category airplane performance operating limitations.	Not applicable.	Not applicable.	
Subpart J – Maintenance, Preventive Maintenance, and Alterations					
135.411	135-108	Applicability	Noted.		
135.413		Responsibility for airworthiness.	---	Operator responsibility	
135.415	135-102	Service difficulty reports.	---	Operator responsibility	
135.417	135-60	Mechanical interruption summary report.	---	Operator responsibility	
135.419	135-104	Approved aircraft inspection program.	An approved inspection program as per the MRM (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with §25.1529 and Appendix H will be provided to each operator.	Operator responsible for accomplishing required inspections.	
135.421	135-70	Additional maintenance requirements.	Not applicable.	Not applicable.	
135.422		Aging airplane inspections and records reviews for multiengine airplanes certificated with nine or fewer passenger seats.	Not applicable.	Not applicable.	
135.423	135-81	Maintenance, preventive maintenance, and alteration organization.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
135.425		Maintenance, preventive maintenance, and alteration programs.	An approved inspection and maintenance program derived from the MSG-3 process and an Aircraft Maintenance Manual complying with §25.1529 and Appendix H will be provided to each operator.	Operator responsibility	
135.427	135-66	Manual requirements. (a) Certification holders organization chart.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(b) Programs required by §135.425. (b)(1) to (b)(6): Maintenance program requirements, methods and procedures; limitations, standards, required inspections and reinspections.	A Maintenance Requirements Manual (MRM) derived from the MSG-3 process and an Aircraft Maintenance Manual (AMM) will be provided with each airplane. c) Routine and non-routine maintenance, preventive maintenance, and alterations are all covered in the AMM. d) Mandatory inspections will be covered as Airworthiness Limitations in Part II of the AMM. (3)-(6): Methods, limits, standards and procedures for required inspections / reinspections as well as the acceptance and rejection criteria will be provided in the AMM.	Operator responsibility	
		(b)(7) to (b)(9): Management / administration of the maintenance program and personnel.	---	Operator responsibility	
		(c) System for the retention of information.	---	Operator responsibility	

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Remark	FAA FSB Finding
		(d) Preparation and retrieval of maintenance data and instructions in the English language.	---	Operator responsibility	
135.429	135-20	Required inspection personnel.	---	Operator responsibility	
135.431	135-60	Continuing analysis and surveillance.	---	Operator responsibility	
135.433		Maintenance and preventive maintenance training program.	----	Operator responsibility	
135.435	135-82	Certificate requirements.	---	Operator responsibility	
135.437		Authority to perform and approve maintenance, preventive maintenance, and alterations.	---	Operator responsibility	
135.439		Maintenance recording requirements.	An approved maintenance program derived from the MSG 3 process and an AMM complying with §25.1529 and Appendix H will be provided to each operator.	Operator responsibility	
135.441		Transfer of maintenance records.	---	Operator responsibility	
135.443	135-82	Airworthiness release or aircraft maintenance log entry.	---	Operator responsibility	
Subpart K – Hazardous Materials Training Program					
135.501		Applicability and definitions.	Noted.		
135.503		Hazardous materials training: General.			
135.505		Hazardous materials training required.			
135.507		Hazardous materials training records.			

APPENDIX 2

HEAD-UP GUIDANCE SYSTEM (HGS)

Rockwell Collins Model 4200

Background

Rockwell Collins applied to the FAA to amend Supplemental Type Certificate (STC) ST01390LA to include the Bombardier CL-600-2E25 aircraft. The FAA evaluated the amendment application and found that it was acceptable. ST01390LA has been amended to incorporate the CL-600-2E25 aircraft.

The FAA and the European Aviation Safety Agency (EASA) participated in an evaluation of the Rockwell Collins Model 4200 Head-up Guidance System (HGS) in October 2010 using the Bombardier CL-600-2E25, Aircraft Serial Number 19991, Registration C-FRJX at Bombardier's Flight Test Facility (BFTC) in Wichita, KS.

The Rockwell Collins Flight Dynamics Model 4200 Head-Up Guidance System (HGS) is approved for use during all phases of flight for the CL-600-2E25. The HGS has been shown to meet requirements for Category III approach, landing and rollout contained in FAA AC 120-28D. It also meets the requirements of FAA AC 120-28D as a primary reference. Subpart 4 as a supplementary aide for Low-Visibility Takeoff. Refer to the CL-600-2E25 approved Aircraft Flight Manual (AFM) for the Head-Up Guidance (HGS) supplement.

Head-Up Guidance System (HGS) Training Program

The HGS pilot training requirements consists of those related to initial and recurrent ground and flight training. It should be noted that the program focuses principally upon training events flown in the left seat by the pilot-in-command (PIC) in FAR 121 operations. Nevertheless, first officer indoctrination and training is also essential.

TRAINING

1. Initial Ground Training - For airline operators, initial training should be conducted in accordance with the applicable provisions of Part 121.415, 121.419, 121.424, 121.427, FAA AC 120-28D and the airline operation specifications. For all operators, the initial ground training program should include the following elements:

    a) Classroom instruction covering HGS operational concepts, crew duties and responsibilities and operational procedures including preflight, normal and non-normal pilot activities. For operators wishing credit for low visibility operations

predicated on use of the HGS, information should be provided on the operational characteristics, capabilities, and limitations of the ground facilities (surface movement guidance control system) and airborne CAT III system. Airline policies and procedures concerning low visibility operations should include a reporting process, MEL issues, operation following a missed approach, IOE and currency requirements.

b) Classroom instruction [or Computer Based Training - (CBT)] on the HGS symbology set and its inter-relationship with airplane aerodynamics, inertial factors and environmental conditions.

c) A HGS pilot training manual or equivalent material in the Operations Manual which explains all modes of operation, the use of various HGS controls, clear descriptions of HGS symbology including limit conditions and failures, and incorporating a crew procedures guide clearly delineating pilot-flying (PF) and pilot-not-flying (PNF) duties, responsibilities and procedural call-outs and responses during all phases of flight during which HGS operations are anticipated. Emphasis on the availability and limitations of visual cures encountered on approach both before and after DH. This would include:

- Procedures for unexpected deterioration of conditions to less than minimum RVR encountered during approach, flare and rollout
- Demonstration of expected visual references with weather at minimum conditions
- Expected sequence of visual cues during an approach in which visibility is at or above landing minima.

d) A multi-media system capable of a dynamic real-time demonstration of all modes of operation complete with sound. For operators wishing credit for low visibility operations predicated on use of the HGS, this should include narrative descriptions and several low weather approach demonstrations with procedural call-outs and responses. All critical procedural call-out possibilities should be covered.

e) If the HGS is used as a CAT II/CAT III landing system, emphasis on the need for rigorous crew discipline, coordination and adherence to procedural guidelines as is required for other CAT II/CAT III landing systems.

2. Initial Flight Training - Unless integrated with initial or transition type rating training, flight training dedicated to HGS familiarization and proficiency is in addition to other required elements. For 14 CFR Part 121 operators, initial flight training should be conducted in accordance with the applicable provisions of Part 121.424. Flight training dedicated to HGS familiarization and proficiency is in addition to other required elements. When a simulator is used, only FAA approved CL-600-2E25 simulators with both a visual and the Heads-Up Guidance System installed may be used. For flight

simulator training, all required approaches should be flown from no closer than the final approach fix (FAF) for instrument approaches and from no closer than approximately 1000 feet AGL (3 - 4 NM) to the runway threshold for visual approaches.

The following flight training program is generic in nature and should not be construed to dictate what the flight course of instruction must consist of. Each operator has its own unique requirements, route structure, fleet composition and operations policies to consider in developing its training program. Therefore, what follows might be considered as a guide to an operator who is tailoring a HGS training program to fit Their own needs.

If the pilot has prior experience using the Rockwell Collins HGS 4000, the POI, at their discretion, may give training credits for the previous experience.

a) Air Work should include:

- Straight and level flight, accelerations and decelerations
- Normal and steep turns, climbs and descents
- Approach to stall and recovery and unusual attitudes
- Vectors to intercept and track selected VOR courses
- For aircraft with 4000 series HGS include TCAS events and ground prox events.

Note: Emphasis should be placed on HGS unique symbology, i.e., flight path, flight path acceleration, airspeed error tape, AOA limit bracket, and excessive pitch chevrons. When this training is complete, the trainee should have a thorough understanding of the relationship between aircraft flight path parameters and the HGS symbology.

b) Visual Approaches (VMC mode):

- Perform multiple “night visual” approaches with the HCP set to different slope angles.
- Straight-in landings, no wind, repeat with 15 knot cross wind and at night
- Circling approaches only if authorized by OpSpec or at 1000 and 3 with a maximum cross wind.

Note: It is desirable to fly half of these approaches at different airports that have dissimilar approach and runway lighting systems. Special emphasis should be placed on optimizing circling approach techniques and procedures. Approaches with the aircraft in a non-normal flap configuration should be included.

c) Instrument Approaches:

1) For all operators

- Perform approach to operators approved CAT I approach minimums with wind set at max authorized head wind and cross wind.
- Failures and incorrect settings on approach, i.e., miss-set runway elevation, airspeed, selected course, etc.
- Illustrate unique characteristics of symbology in wind shear conditions, i.e., erratic wind speed and direction, flight path, flight path acceleration and speed error, etc.
- Non-precision approaches to the operators lowest approved non-precision approach minima with a maximum cross wind.

2) For operators wishing credit for low visibility operations predicated on use of the HGS

- Perform CAT II ILS and/or CAT III ILS (if operator is authorized CAT III) approaches to the operator's lowest minima authorized with maximum cross wind
- CAT III ILS with 0/0 weather. After touchdown, raise weather to demonstrate position on runway
- CAT III ILS with various reasons for a missed approach (system downgrade, "APCH WARN", etc.)
- CAT III ILS with various RVRs and crosswinds, include light turbulence
- Approach to CAT III minimums, with a go aground at minimums and subsequent failure of HGS symbology.

Note: Several of the instrument approaches should include a variety of ground and airborne system failures requiring pilot recognition and appropriate procedural actions. Demonstrate system/component failures could include flap asymmetry problems, engine out operations, HGS sensor failures, etc. Demonstration how HGS failure modes can reduce precision and increase pilot workload unless PF/PNF duties and responsibilities are clearly delineated and understood.

d) Takeoff:

NOTE: Special emphasis should be placed on the ground roll guidance comparison with the localizer deviation scale. It is possible, under some circumstances, for the ground roll guidance symbol to be on the left side of the HGS display and for the localizer deviation scale to be on the right side of the HGS display. The fuselage is long enough that the localizer antennas may be on one side of the centerline, but the pilot is actually on the other side. The guidance in low visibility takeoff mode 3 ("TOs" on the FMA) will begin from 0-20 knots inertial ground speed based upon the actual aircraft heading at the moment TOGA was pressed. As a result, if the aircraft was not completely aligned with the runway centerline at TOGA, the HGS guidance cue will direct the aircraft further from the centerline. After 20 knots inertial ground speed, the rollout guidance will switch to the localize deviation and bring the pilot back to centerline.

For operators wishing credit for Low Visibility Takeoff (LOVTO) operations to their lowest authorized takeoff minimums predicated on use of the HGS, must perform the following maneuvers.

- Normal takeoff, clear and calm, repeated with gusty winds
- Crosswinds should be trained to the max authorized cross wind
- Takeoff, 600 foot RVR, with cross wind.
- Takeoff, 300 foot RVR, with cross wind engine failure prior to V1
- Takeoff, 300 foot RVR with cross wind, engine failure after V1
- Takeoff with HGS failure, 300 foot RVR
- Takeoff at 300 RVR with HGS failure after V_1 (so the pilot continues the takeoff without HGS information).

CHECKING RQUIREMENTS

The applicant must complete five CAT III approaches to CAT III minimums, under the supervision of an authorized check airman. An additional five approaches must be completed within 60 days of completion of those observed by the check airman. All previously qualified (in aircraft) pilots should be certified upon satisfactory completion of the HGS ground and flight training programs.

All initial, upgrade and captains must be observed by a check airman during their Initial Operating Experience (IOE). This requirement should include three HGS assisted takeoffs, one visual approach and three actual or simulated instrument approaches in conditions not less than 1800 RVR.

- For all operators; prior to utilizing the HGS for approach operations in Instrument Meteorological Conditions (IMC) conditions below 1800 RVR, each PIC must accomplish at least ten approaches to Category II/III minima in weather conditions which are not less than published

straight-in Category I minima. Each approach must terminate in a manually controlled HGS assisted landing or HGS assisted go-around. Of these ten approaches, a minimum of five must be accomplished under the observation of a check airman.

- Prior to utilizing the HGS for takeoff operations in IMC conditions below 500 RVR, each PIC must accomplish at least ten HGS assisted takeoffs in weather conditions which are not less than 500 RVR. Of these ten takeoffs, a minimum of 5 must be accomplished under the observation of a check airman.

CURRENCY REQUIREMENTS

For operators wishing credit for low visibility operations on use of the HGS, during recurrent training a pilot must demonstrate continuing qualification under the certificate holders approved program or other qualification criteria. The following low visibility operations should be performed in addition to regular requirements-

- One approach conducted to CAT III minimums with a landing at the lowest authorized minima, and maximum authorized cross wind
- One approach to CAT III minimums with a missed approach at 50 feet DH and loss of HGS or Flight Director on the go around.
- If an operator has OpSpec's authorizing single engine CAT III approach operations, one approach must be conducted with one engine inoperative to CAT III minima. One take-off at the lowest authorized HGS minimums with an abort prior to V_1. If the operator is authorized takeoffs with nose wheel steering inoperative the take-off should be conducted without the nose wheel steering operating (for initial certification). One take-off at the lowest authorized HGS minimums with an engine failure.